

JOSEPH P. GANIM
Mayor

City of Bridgeport, Connecticut
OFFICE OF PLANNING & ECONOMIC DEVELOPMENT

999 BROAD STREET
BRIDGEPORT, CONNECTICUT 06604
TELEPHONE: (203) 576-7221
FAX 332-5611



MICHAEL W. FREIMUTH
Director of
Planning and
Economic Development

April 20, 2001

To affected agencies and interested parties:

**Re: Bridgeport Intermodal Facility:
Early Identification of Issues for the Environmental Assessment (EA)**

The City of Bridgeport invites you to attend an early coordination meeting on the reconstruction of a multi-phased intermodal facility to be located in the downtown area. This meeting will be held at 1 PM on Wednesday May 9, 2001 at the Office of Planning & Economic Development Conference Room A, City Hall Annex 999 Broad St. Bridgeport CT.

The proposed project will be designed to physically and functionally integrate a variety of existing and proposed transportation modes in the heart of the central business district. The combination of commuter and high-speed rail, ferry, intra- and inter-city bus, taxi, limousine, airport shuttle, automobile and pedestrian modes in a single facility is expected to be an important transportation and economic development magnet to the downtown and waterfront area. A brief project description is enclosed for your information.

The purpose of early coordination is to provide an opportunity for regulatory and planning agencies and the general public to submit comments about the project that should be addressed in the EA. Some of the potential planning and environmental issues that have already been identified and will be addressed in the EA are the following: historic, noise, traffic, etc. The EA is being prepared to meet the environmental documentation requirements of the Federal Transit Administration.

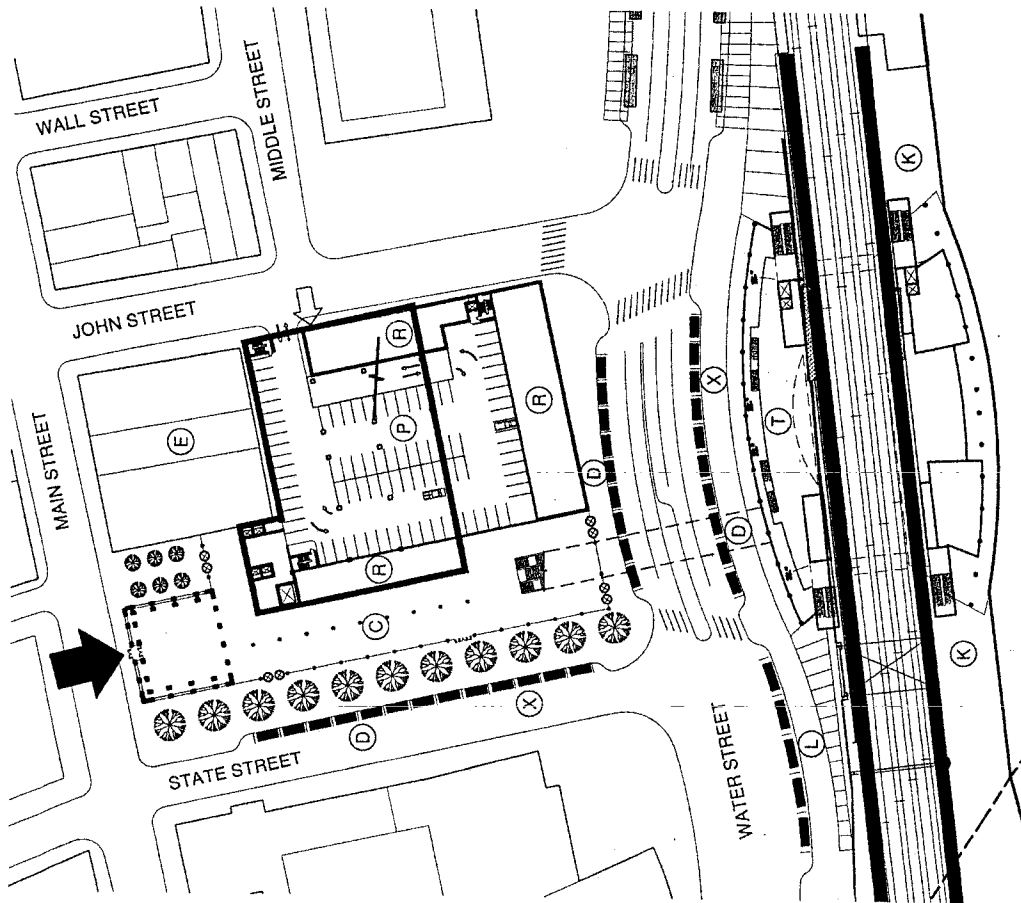
If you cannot attend the meeting or send a representative, please call or send written comments to: Stephen Tyliszczak, Special Projects Coordinator 203-576-7221 or Tyliss0@ci.bridgeport.ct.us

Thank you for your participation in this project.

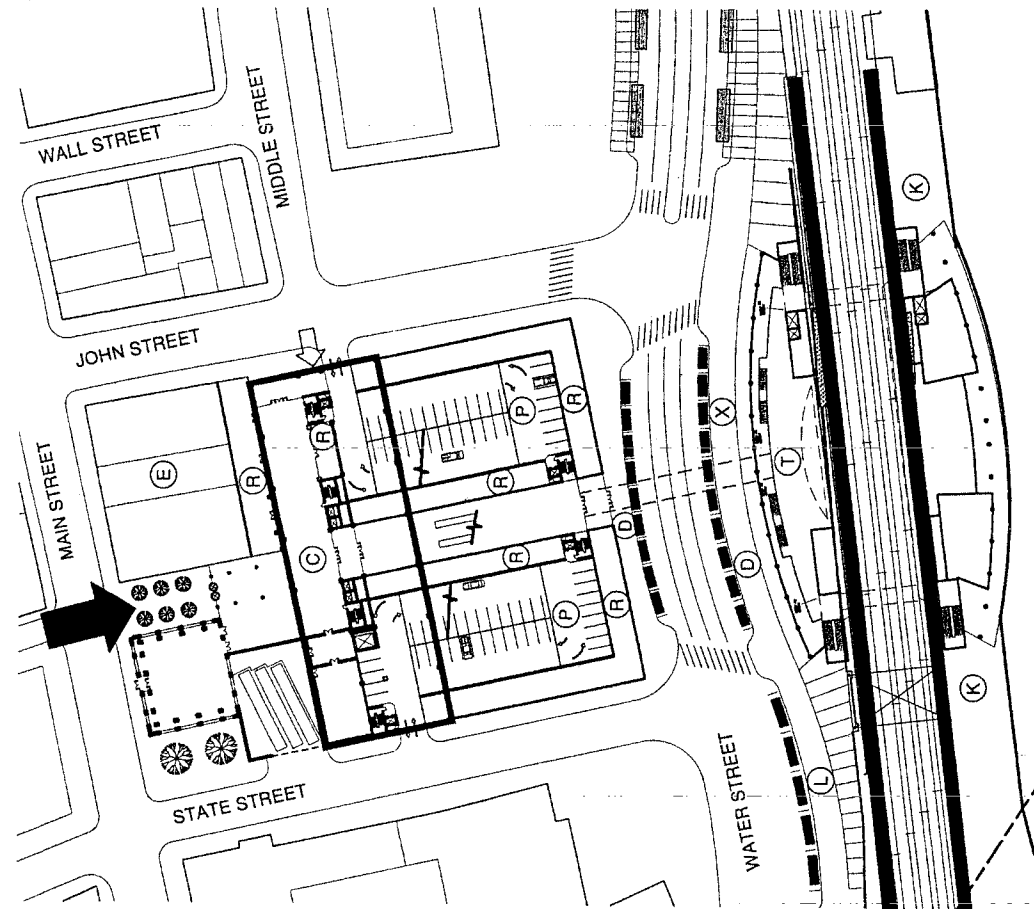
Sincerely,

Michael Freimuth, Director
Office of Planning and Economic Development

Cc: Richard H. Doyle
FTA Regional Administrator

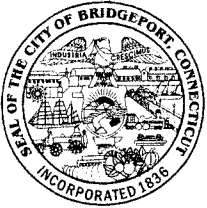


Scheme 1



Scheme 2

- | | |
|-------------------------------------|-----------------------------|
| (T) TRAIN STATION LOBBY | (R) RETAIL |
| (C) CONCOURSE | (E) EXISTING TO REMAIN |
| (P) PARKING | (K) BOARD WALK |
| (L) LIMOUSINE SERVICE | PRIMARY PEDESTRIAN ENTRANCE |
| (X) TAXI | OFFICE ABOVE |
| (D) PICK-UP/DROP-OFF PUBLIC PARKING | |



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MICHAEL W. FREIMUTH
Director of
Planning and
Economic Development

**Bridgeport Intermodal Corridor Project
Early Coordination Meeting**

DATE: Wednesday May 9, 2001
TIME: 1 PM
LOCATION: OPED Conference Room A
999 Broad Street
Bridgeport CT

Agenda

1. Welcome and Introductions
 - a. Joseph Ganim – Mayor of Bridgeport
 - b. Richard Doyle – FTA Regional Administrator
2. Background and Project Purpose
 - a. Michael Freimuth – Director OPED
 - b. Len Bertaux – Wallace Floyd Design Group
3. Study Area
4. Environmental Issues
 - a. Wetlands
 - b. Historical/Archaeological
 - c. Noise/Air Impacts
 - d. Socio-Economic
 - e. Water Quality
 - f. Flood Plains
5. Project Schedule
6. Open Discussion

Bridgeport Intermodal Center Project

Bridgeport, Connecticut

Description

The City of Bridgeport is proposing to undertake the reconstruction of a multi-phased intermodal facility to be located in the downtown area. This new facility will be designed to physically and functionally integrate a variety of existing and proposed modes of transportation in the heart of the central business district. The combination of commuter and high-speed rail, ferry, intra- and inter-city bus, taxi, limousine, airport shuttle, automobile and pedestrian modes in a single facility is expected to be an important transportation and economic development magnet to the downtown and waterfront area.

The existing Bridgeport intermodal center ranks first in transportation services, offering it's 22,804 weekday riders more modes of transportation services in one location than any other city in the State of Connecticut. Bridgeport offers Metro North Rail Service; Amtrak Rail Service; Local Bus Service through the Greater Bridgeport Transit Authority; Intercity Bus Service through Peter Pan Bus Lines, Greyhound Bus Lines, The Arrow Line and the Dattco Bus Company; Ferry Service through the Bridgeport Port Jefferson Steamship Company; Limousine Services through Connecticut Limousine Services; and Taxi Services through Ace Cab, Action Cab, Casino Cab, Fairfield Cab and Yellow Cab Companies, and offers convenient connections to the Bridgeport Municipal Airport, which is a five minute ride from the intermodal center. The new intermodal center is expected to improve the connectivity and experience for these transit patrons.

In order to complete this new multi-million dollar intermodal center, the City of Bridgeport has proposed to fund this facility in phases:

- Phase I - \$19.6 million - 900 space parking garage;
- Phase II - \$37.4 million - new train and bus station; and
- Phase III - \$25.0 million - surface mode linkages.

Phase I, the parking garage with pedestrian connection to the southbound Metro North/Amtrak platform, is fully funded and scheduled for completion in Spring 2001. In order assess the impacts for the entire project, the City will prepare an environmental assessment which identifies the scope of work for both Phases II and Phase III.

Bridgeport Intermodal Transportation Center Phasing Summary

Phase I: Commuter Rail Parking Garage at Harbor Yard

Components: New commuter garage at Harbor Yard with pedestrian bridge to the southbound MetroNorth/Amtrak platform

Total Cost Estimate: \$19.64 million

Completed: Garage opened Fall 2000

Funding Sources and Status:

\$5.75 million FY98 5309 earmark obligated

\$10 million CMAQ already obligated

\$3.9 million local match already obligated

Phase II: Train Station and Bus Station

Components: New train station and new bus station

Total Cost Estimate: \$37.4 million

Completion: 2002

Funding Sources and Status:

\$5 million FY01 5309 earmark authorized

\$24.9 million New Starts awaiting appropriation

\$7.5 million local match committed

Phase III: Linkages/Intercity Bus/Airport Limo

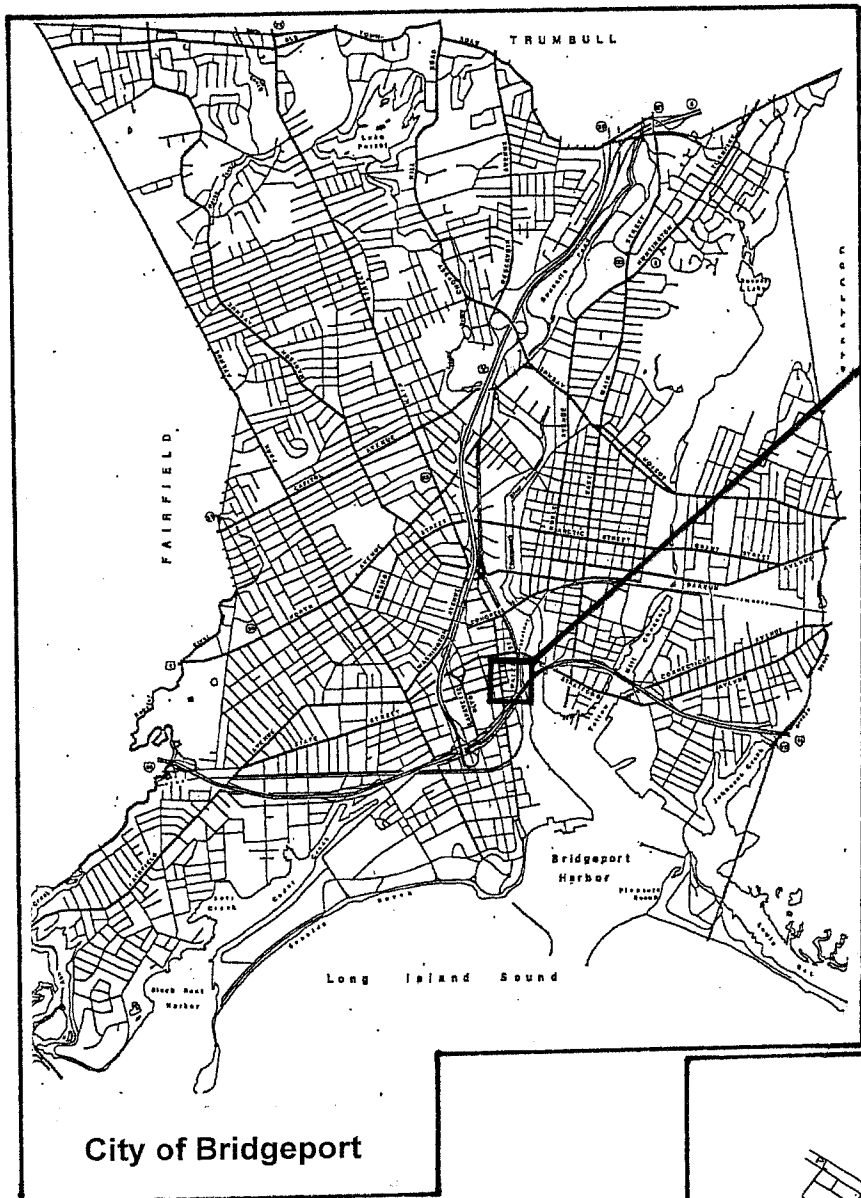
Components: Acquisitions and rehab of Mechanics and Farmers Bank building and demolition of existing bus terminal/garage to provide linkage to Main Street with platforms and facilities for CT Limo, intercity buses, and taxis

Total Cost Estimate: \$25 million

Completion: 2003

Funding Sources and Status:

Up to \$25 million in future federal appropriations and/or CMAQ funding not appropriated at this time, future State funding and private joint development revenues undetermined at this time. Up to \$25 million committed by City to cover any costs not covered by Federal, State and private funding.

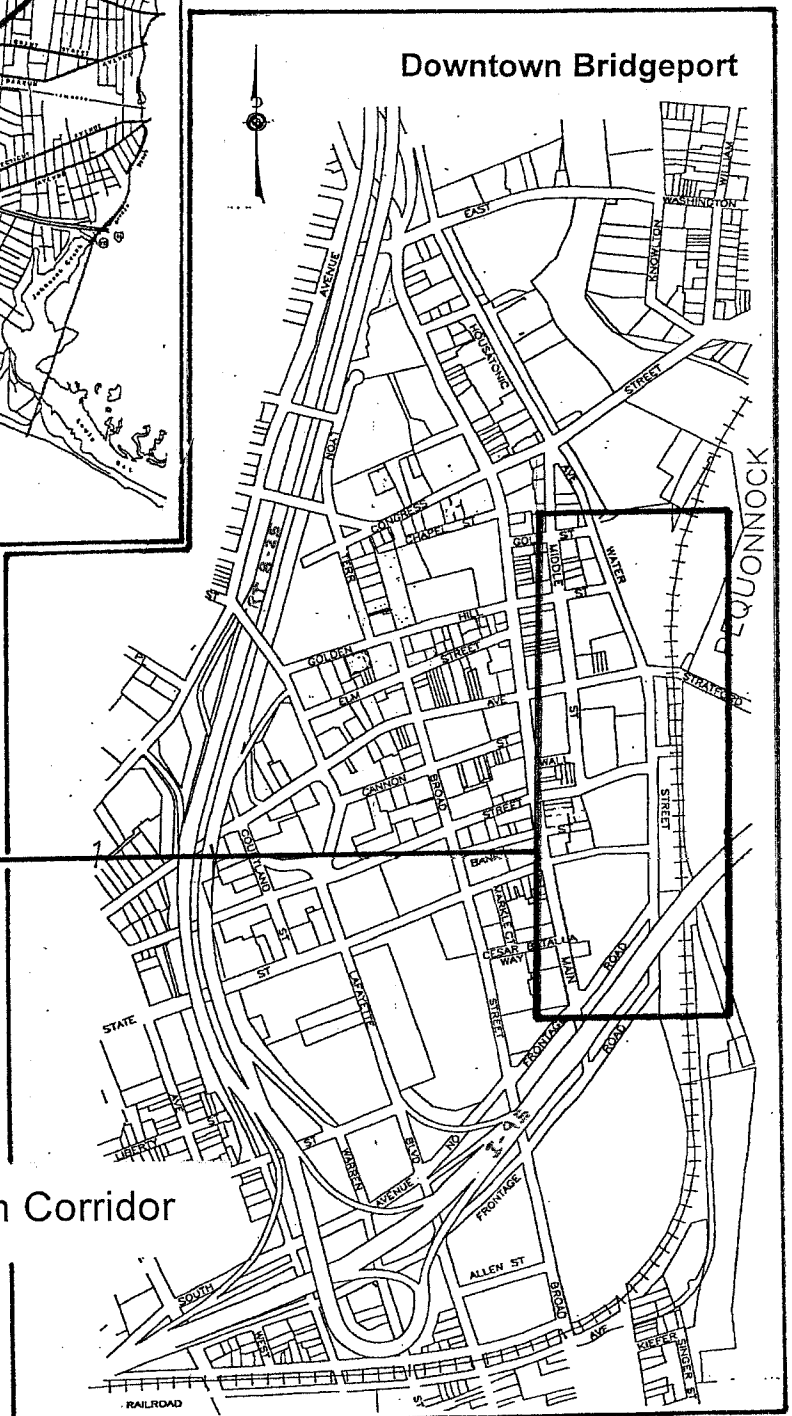


Location of Project

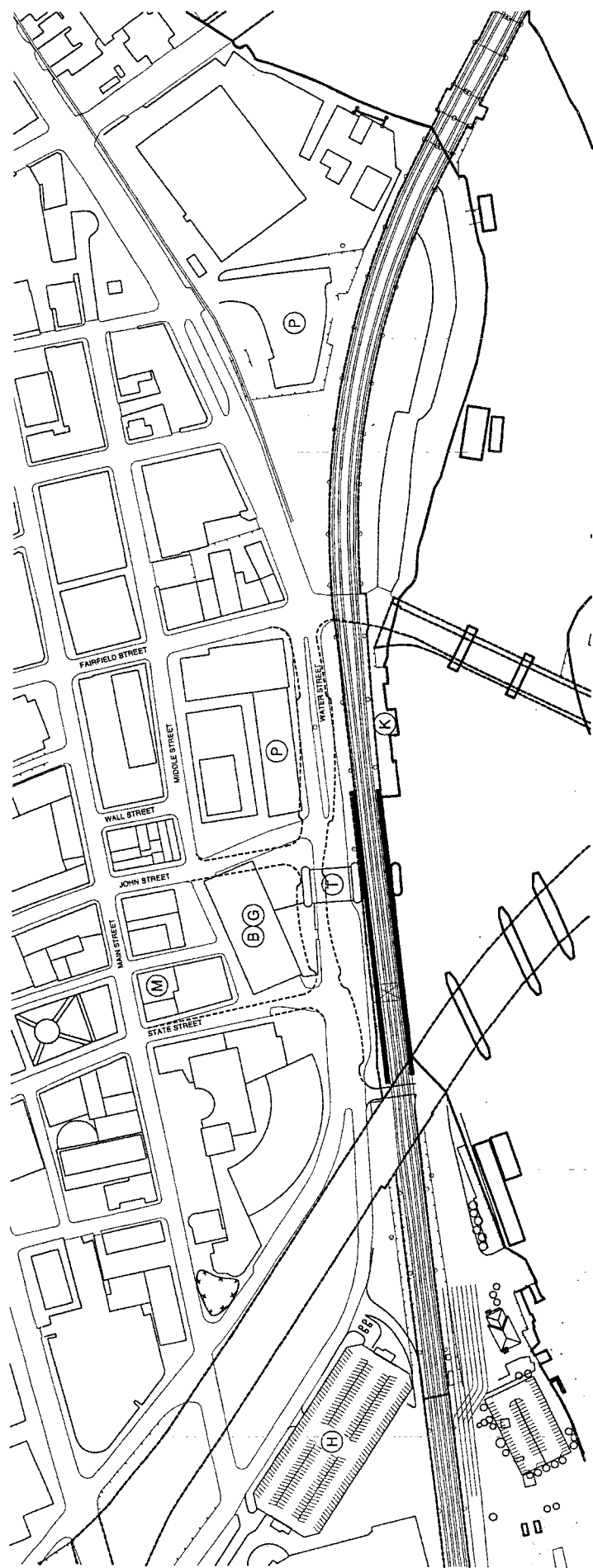
City of Bridgeport

Area of Detail

Bridgeport Intermodal Transportation Corridor



Downtown Bridgeport

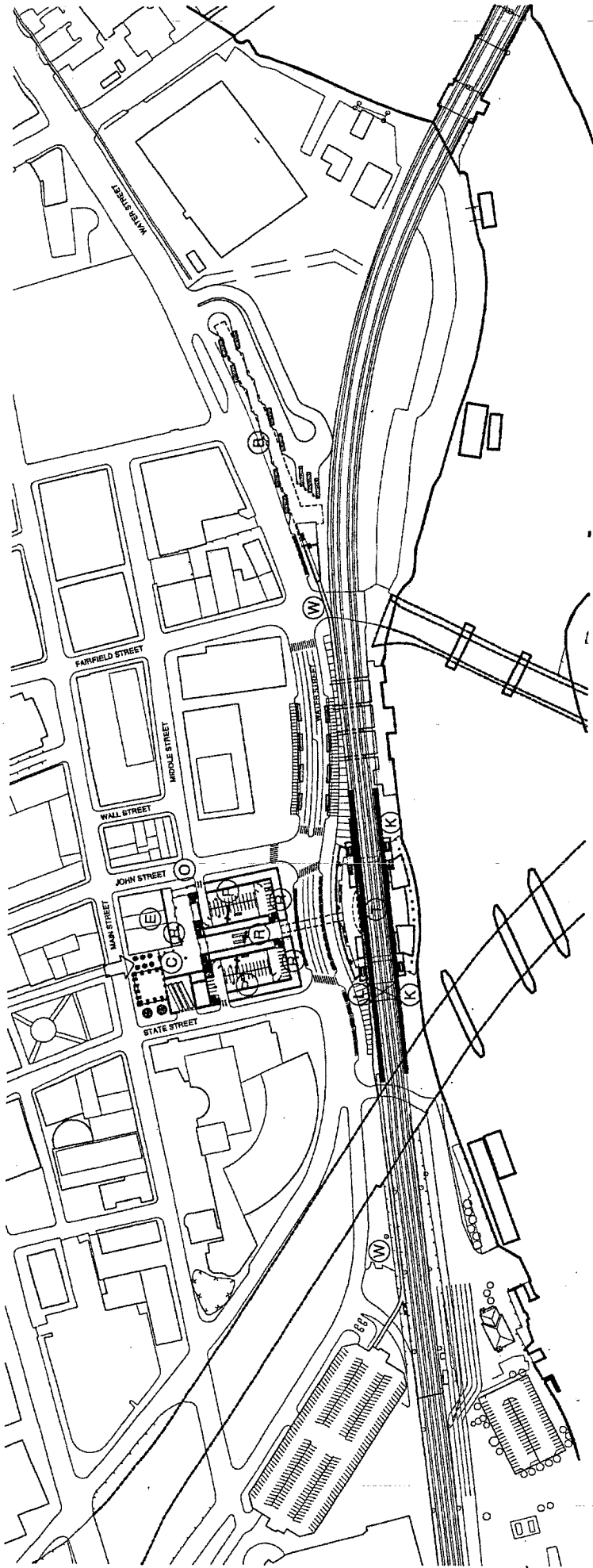


SITE PLAN 1"=100'

Existing Site

- (T) TRAIN STATION
 (B) BUS STATION
 (G) GARAGE
 (P) SURFACE PARKING
 (M) MECHANICS & FARMERS SAVINGS BANK
 (H) HARBOR YARD GARAGE
 (K) BOARD WALK
 -- PROPOSED CURB





SITE PLAN 1"=100'

(T) TRAIN STATION LOBBY

(C) CONCOURSE

(B) BUS TERMINAL

(L) LIMOUSINE SERVICE

(P) PARKING

(O) OFFICE ABOVE

(R) RETAIL

(E) EXISTING TO REMAIN

(W) PEDESTRIAN WALKWAY

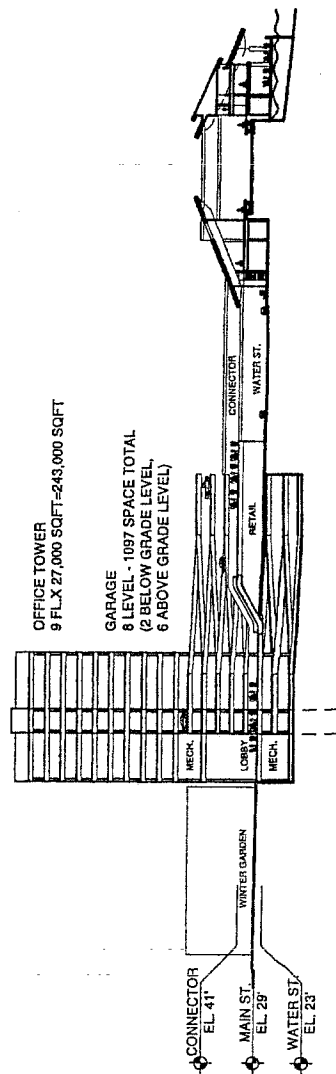
(K) BOARD WALK

↑ PRIMARY PEDESTRIAN ENTRANCE

- TRAIN STATION LOBBY AT EAST SIDE OF WATER STREET, ON PLATFORM LEVEL.
- BUS TERMINAL BETWEEN WATER STREET AND RAIL EMBANKMENT, WITH ADJACENT SURFACE PARKING.
- PEDESTRIAN WALKWAY EXTENDS TO BUS TERMINAL.
- WATER STREET REALIGNED TO PROVIDE AREA FOR TRAIN STATION

SECS	CURTA BUS	-1 GRAY HOUNG, 12 CURTA
SECS	LIMOUSINE	-5 LIMO
SECS	TAXI	-5 TAXI
SECS	PUBLIC PICKUP & DROP-OFF	-1
SECS	PUBLIC PARKING	-28 PUDORP

SECTION 1"=40'



OFFICE TOWER
9 FLX 27,000 SQFT-243,000 SQFT

GARAGE
8 LEVEL - 1097 SPACE TOTAL
(2 BELOW GRADE LEVEL,
6 ABOVE GRADE LEVEL)

CONNECTOR
EL. 41'
MAIN ST.
EL. 29'
WATER ST.
EL. 23'

Wallace Floyd Design Group

January 29, 2001

Bridgeport Intermodal Transportation Corridor

Final Site Analysis



STATE OF CONNECTICUT COUNCIL ON ENVIRONMENTAL QUALITY

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**Connecticut
Council on
Environmental
Quality**
79 Elm Street
Hartford, CT 06106

Phone:
(860) 424-4000
Fax:
(860) 424-4070

Karl J. Wagener,
Executive Director
E-Mail Address:
[karl.wagener@
po.state.ct.us](mailto:karl.wagener@po.state.ct.us)

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ENVIRONMENTAL MONITOR

The official site for project information under
the Connecticut Environmental Policy Act

December 17, 2002

Scoping Notices

- 1 **NEW!** Intermodal Transportation Center (Bridgeport)
- 2 **NEW!** Reconstruction of I-95 in Long Wharf Area (New Haven)
- 3 Steele Brook Flood Control Project (Watertown)

Environmental Impact Evaluations available for review and comment

- 1 **NEW!** Technology Classroom Building, Naugatuck Valley Community College (Waterbury)
- 2 Osborn Expansion at the Osborn Correctional Institution (Somers)
- 3 Extension of Runway 18-36, Waterbury/Oxford Airport (Oxford/Middlebury)
- 4 Island Brook Flood Project (Bridgeport)

The next issue will be published on January 7, 2003.
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Scoping Notices

Scoping Notices have been issued for the following state projects. These projects are in the earliest stages of planning. At the scoping stage, detailed

information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

2. Notice of Scoping for Intermodal Transportation Center

Municipality where proposed project is to be located: Bridgeport

Project Location: Water Street (see maps)

Project Description: The City of Bridgeport is undertaking the reconstruction of a multi-phased intermodal facility to be located in the downtown area. This new facility will be designed to physically and functionally integrate a variety of existing and proposed modes of transportation in the heart of the central business district. The combination of commuter and high-speed rail, ferry, intra- and inter-city bus, taxi, limousine, airport shuttle, automobile and pedestrian modes in a single facility is expected to be an important transportation and economic development magnet to the downtown and waterfront.

Project Map(s): Click here to view maps of the project area. [location map](#)
[site map](#)

Written comments from the public are welcomed and will be accepted until the close of business on: Friday, January 17, 2003 at 4:00 p.m.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting (within 10 days of this notice) by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Marie McGuinness
Agency: CT Department of Economic & Community
Development
Infrastructure & Real Estate Division
Address: 505 Hudson Street
Hartford, CT 06106-7106
Phone: 860/270-8148
Fax: 860/270-8157
E-Mail: marie.mcguinness@po.state.ct.us

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Marie McGuinness

Agency: CT Department of Economic & Community
Development
Infrastructure & Real Estate Division
Address: 505 Hudson Street
Hartford, CT 06106-7106
Phone: 860/270-8148
Fax: 860/270-8157
E-Mail: marie.mcguinness@po.state.ct.us

The agency expects to release a CEPA document (in conjunction with a federal environmental assessment) for this project, for public review and comment in the late spring 2003.

Other information: This project is a joint undertaking of the CT Department of Economic & Community Development, the Federal Transportation Administration (FTA), and the City of Bridgeport.

3. Notice of Scoping for Reconstruction of I-95 in the Long Wharf Area

MUNICIPALITY: New Haven, Connecticut

PROJECT DESCRIPTION:

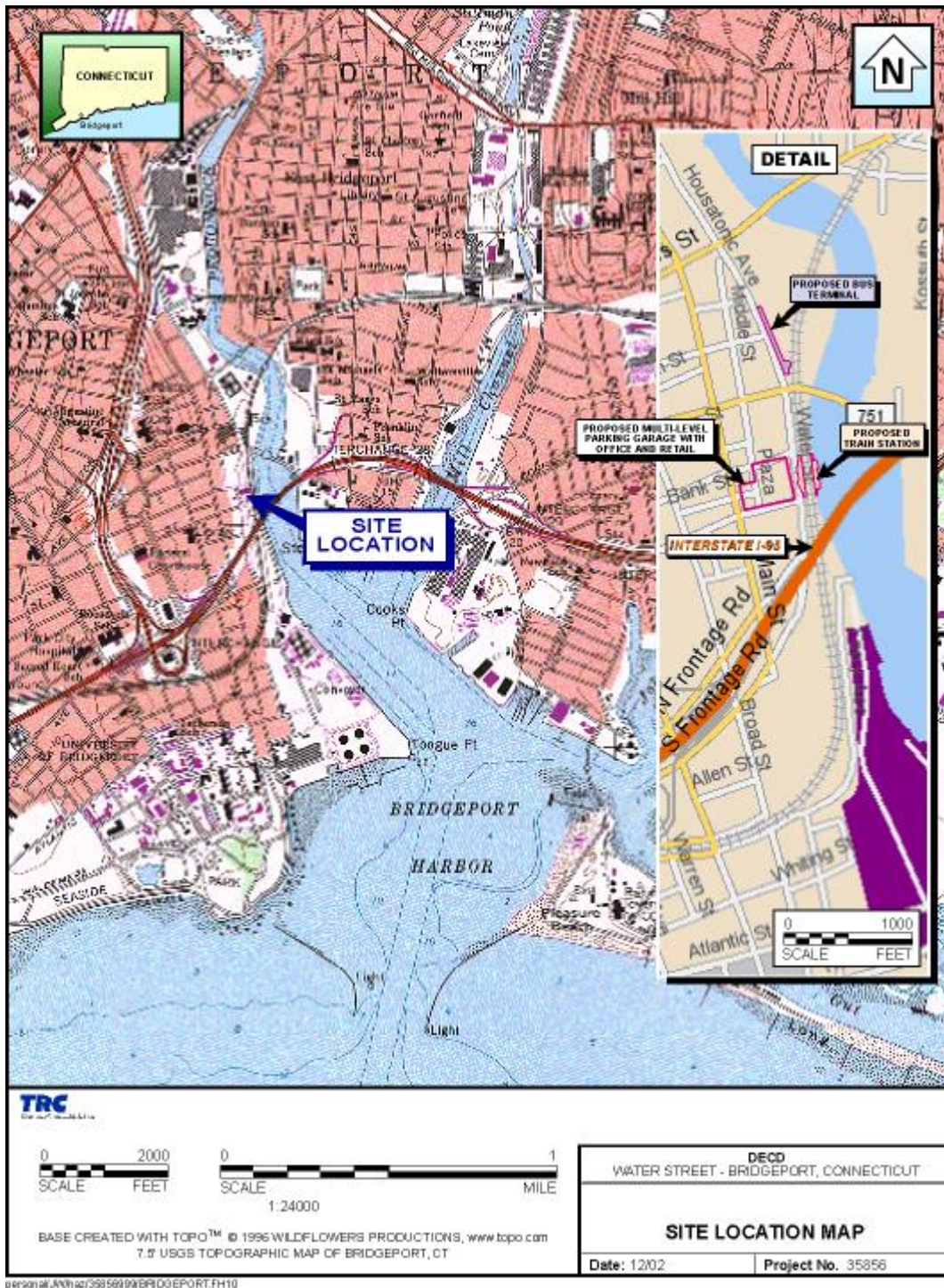
The Connecticut Department of Transportation proposes to reconstruct Interstate 95 from Canal Dock Road to Howard Avenue, New Haven, to provide increased capacity and improved safety and traffic operations. The proposed project includes widening of I-95 to accommodate four 12-foot traffic lanes, one 12-foot operational lane, and 12-foot left and right shoulders in each direction separated by a 6-foot median. A relocated and reconfigured Interchange 46 (on and off ramps for Sargent Drive and Long Wharf Drive) is proposed at Long Wharf Extension, approximately 2300 feet south of the present location to maximize the distance between adjacent interchanges 45 and 47. The proposed project also includes a pedestrian bridge over I-95, the replacement of the I-95 bridge over Long Wharf Extension, the reconstruction of Long Wharf Drive and the partial reconstruction of Sargent Drive.

This project is west of the *I-95 New Haven Harbor Crossing Corridor Improvement Program* ("Q" Bridge Program) that the Connecticut Department of Transportation (ConnDOT) is undertaking to rebuild 7 miles of I-95 from Interchange 46 in New Haven to Interchange 54 in Branford.

An Environmental Impact Evaluation will be conducted to examine project alternatives, project impacts, and proposed mitigation for construction of the new roadway and associated drainage systems, intersections, walkways, sidewalks, curbing, and illumination.

PROJECT MAPS: [Click Here](#)

Written Comments from the public are welcomed and will be accepted



CITY OF BRIDGEPORT**CONNECTICUT ENVIRONMENTAL****POLICY ACT****NOTICE OF SCOPING**

12/17/02

Project Name: Intermodal Transportation Center,
Bridgeport, Connecticut

The Connecticut Department of Economic and Community Development (DECD) is considering an action, described below, that is subject to review under the Connecticut Environmental Policy Act (CEPA) (C.G.S. Sec. 22a-1).

PROJECT DESCRIPTION:

DECD is considering supporting the City of Bridgeport's proposed reconstruction of a multi-phased intermodal facility located in the downtown area at Water Street. This new facility will be designed to integrate a variety of existing and proposed modes of transportation in the heart of the central business district. The combination of commuter and high-speed rail, ferry, intra-and inter-city bus, taxi, limousine, airport shuttle, automobile and pedestrian modes in a single facility is expected to be an important transportation and economic development magnet to the downtown and waterfront area.

COMMENT PERIOD

Written comments will be accepted by the DECD either by e-mail or by mail postmarked until January 17, 2003 by 4:00 PM. Individuals or associations may request the DECD to hold a Public Scoping Meeting within 10 days of this notice by sending the request to the address below.

AGENCY CONTACT:

Marie McGuinness, Project Manager
DECD
505 Hudson St., Hartford, CT 06106
phone (860) 270-8148/fax (860) 270-8157
E mail: marie.mcguinness@po.state.ct.us

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E mail: marie.mcguinness@po.state.ct.us

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CITY OF BRIDGEPORT**CONNECTICUT ENVIRONMENTAL
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Address: DIVISION OF CONSTRUCTION MANEG

BRIDGEPORT CT 06604

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By: CR

STATE OF CONNECTICUT
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
505 Hudson Street
Hartford, CONNECTICUT 06106

TO: Jeff Smith, OPM
David Fox, DEP
Karl Wagener, CEQ
David Poirier, CHC
Jay Dippel, DOAg
Edgar Hurle, DOT
Joseph Santaniello, STC
Thomas Furgalack, DPH
Richard Piotrowski, DPW

FROM: Brian Dillon, Project Engineer

DATE: January 28, 2002

REFERENCE: Stage I

NAME OF PROJECT: Bridgeport Intermodal Transportation Corridor (ITC)

STAGE: ONE

Enclosed, herewith, are narrative information map (X) and a copy of the state agency review (Stage I) package prepared for the above-mentioned project. This information is being provided for your agency's review and comment as part of this department's preliminary project scoping process.

Please send a copy of your response to my attention and also to Jeffrey Smith's attention at the Office of Policy and Management.

Thank you for your assistance.

Brian A. Dillon
Project Engineer
Enclosures

Office of Policy and Management
450 Capitol Avenue, MS# 52ASP
Hartford, CT 06106-1308
Phone: 418-6395

STAGE I - SITE REVIEW

Municipal or Business Development Projects

I. PROJECT NOTIFICATION:

An Application is invited for the Business Development Project described below by the Connecticut Department of Economic And Community Development which, through the Office of Policy and Management, is providing notification to the state agencies indicated. State agencies are provided opportunity to review the site for the proposed project and to indicate whether a plan for the site might or might not be inimical to the planning programs indicated in the response and will take appropriate steps toward resolving them.

STATE REVIEW AGENCIES:

Department of Public Health	Department of Public Works
Department of Agriculture	Office of Policy and Management
Historical Commission	Dept. of Transportation
State Traffic Commission	Dept. of Environmental Protection
Council on Environmental Quality	

DECD Contact: Brian Dillon, Project Engineer

(Title)

Telephone 860-270-8156

II. PROJECT DESCRIPTION:

Name of Applicant: City of Bridgeport

Address: 999 Broad Street

Contact Person: Michael Freimuth

Phone: (203) 576-7221

Project Location Town(s): Bridgeport

Size Acres: actions proposed to several downtown blocks, exact area not quantified

Anticipated Funding Support: Federal ☒ State ☒ Local ☐ Other ☐

Anticipated Survey and Planning Timing: Winter 2002 to Fall 2002

Estimated Start of Execution Stage: TBD

8"x11" Location Map of Site Attached ☒

Project Description: The City of Bridgeport proposes to improve its public transportation system by the development of an intermodal transportation corridor (ITC). The ITC complex will consist of a new bus terminal, rail station, garage/office structure and a connector to Main Street. The ITC will link various modes of transportation--bus, rail, ferry, taxi, vans and parking in addition to providing an opportunity to create additional adjoining office space. Proposed funding sources include State DECD, federal FTA and CMAQ funds.

III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on or before the deadline date of February 22, 2002). Check one or more appropriate boxes. For expanded commentary, attach additional sheets.

☒ It is expected that a plan for this site would not be inimical to the planning program of this agency

☐ It is expected that a plan for this site might be inimical to the planning program of this agency for the following reason(s).

☐ It is not known at this time whether a plan would be inimical to the planning objectives of this agency.

☐ Please contact this reviewing agency

☒ The following are suggestions or concerns of this agency.

The site is classified as a Regional Center in the C&D Plan. An intermodal transportation center is consistent with this land use category. Adequate vehicle access to and from the site is obviously an issue of concern for facilities such as these.

OPM	Jeffrey Smith	Planning Specialist
Reviewing Agency	Name	Title
450 Capitol Avenue	418-6395	418-6495
Mailing Address	Phone	Fax
		1/24/02
		Date

Office of Policy and Management
450 Capitol Avenue, MS# 52ASP
Hartford, CT 06106-1308
Phone: 418-6395

STAGE I - SITE REVIEW

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Council on Environmental Quality

Department of Public Works
Office of Policy and Management
Dept. of Transportation
Dept. of Environmental Protection

DECD Contact: Brian Dillon, Project Engineer (Title)

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III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on or before the deadline date of February 22, 2002). Check one or more appropriate boxes. For expanded commentary, attach additional sheets.

☐ It is expected that a plan for this site would not be inimical to the planning program of this agency

☐ It is expected that a plan for this site might be inimical to the planning program of this agency for the following reason(s).

☐ It is not known at this time whether a plan would be inimical to the planning objectives of this agency.

☐ Please contact this reviewing agency

☐ The following are suggestions or concerns of this agency.

Reviewing Agency

Name

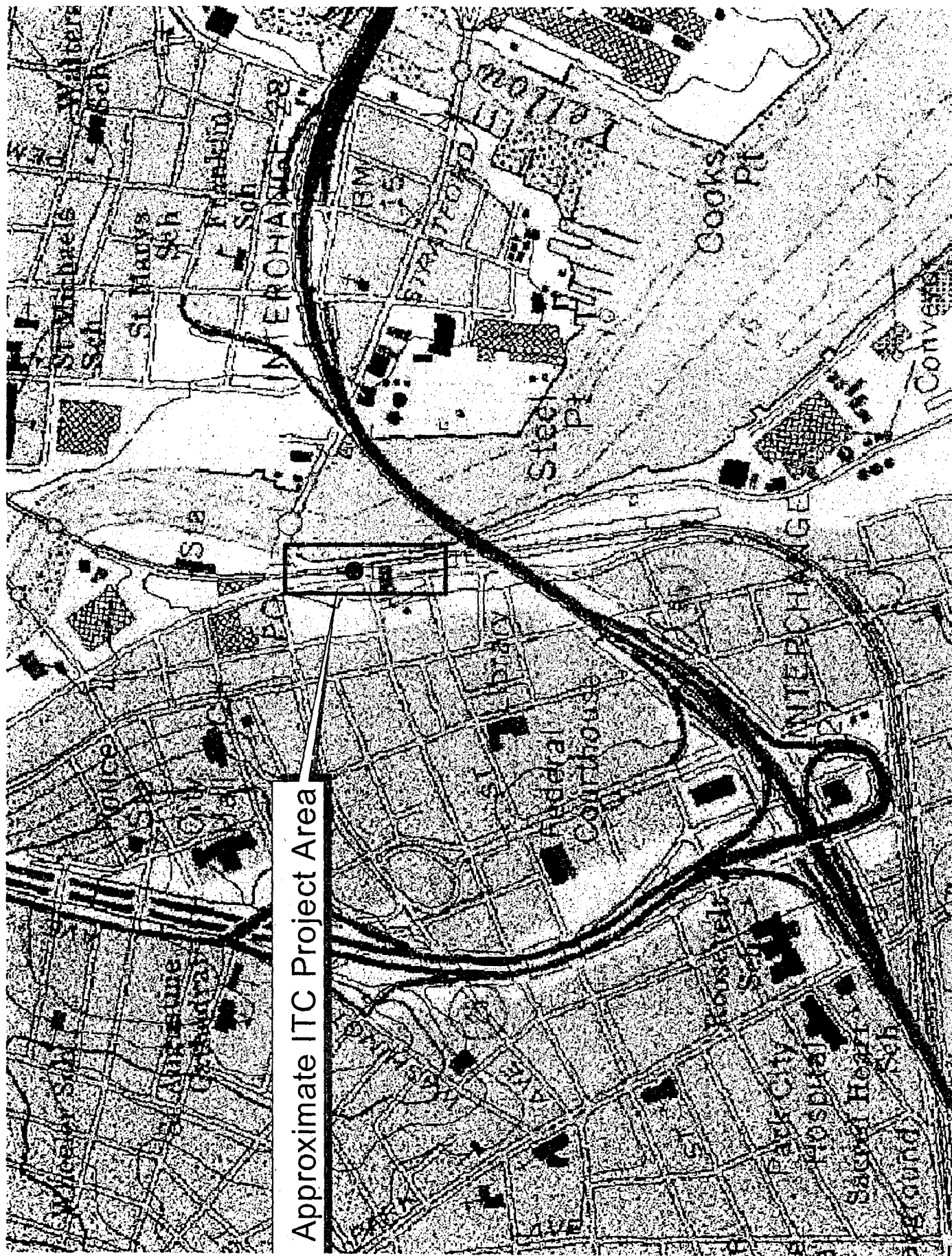
Title

Mailing Address

Phone

Fax

Date



STATE OF CONNECTICUT
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
INFRASTRUCTURE AND REAL ESTATE PROJECTS

ENVIRONMENTAL ASSESSMENT CHECKLIST

OK per
PSS
4/15/02

Date: April 15, 2002 **Staff Contact:** Brian Dillon
Municipality: City of Bridgeport **Project Name:** Bridgeport Intermodal Transportation Center (ITC)
Funding Source: Urban Act **State Funds:** yes
Type of State Agency Review **Stage 1** X **Stage 2**

This checklist is being conducted in conformance to the department's Environmental Classification Document to determine CEPA obligations

Project Description: This project provides State funding to match FTA grants to the City on a 1:4 basis for the design, engineering and construction of a passenger Intermodal Transportation Center in downtown Bridgeport. Originally managed by the Greater Bridgeport Transit District, the City is currently managing the project, with plans to turn it over to ConnDOT. The overall project includes development of engineering plans, drawings, and specifications for the removal of, or the modification to, existing transportation structures and construction of a modern passenger Intermodal Transportation Center, linking rail, bus, ferry and parking in downtown.

Project Activities: The development is expected to include but not limited to construction of various transportation linkages as well as associated activities including but not limited to a suspended bridge, parking improvements, infrastructure upgrades, demolition, environmental remediation, and roadway improvements.
Note: environmental remediation is a positive environmental impact, but not a CEPA activity.

RCSA sec. 22a-1a-3 Determination of environmental significance (direct/indirect)

- 1) *Impact on air and water quality or on ambient noise levels.*
 - a) *Air*— Point source air emissions above 5 tons/year or a heating plant with a heat input of 1 million BTU/hour or more will require a review/permit from DEP
 - b) *Water Quality*— Stormwater discharges from construction sites where five or more acres are to be disturbed require a permit pursuant to 40 CFR 122.26. The DEP Bureau of Water Management has issued a federal permit that will cover these discharges. A stormwater pollution control plan, including measures such as erosion and sediment controls and post construction stormwater management, must be prepared.
Appropriate controls, designed to remove sediment and oil or grease typically found in runoff from parking and driving areas, should be included in any new or reconstructed stormwater collection system to be installed at the sites. Potential controls include gross particle separators, deep sump catch basins with oil-grease traps, and/or sedimentation basins.
In order to comply with DEP policies regarding the protection of water quality; the project design should incorporate standard recommendations regarding stormwater protection and treatment as required.
 - c) *Noise*— The development is not anticipated to increase the negative impacts of existing ambient noise levels.
- 2) *Impact on a water supply system or effects on groundwater, flooding, erosion, or sedimentation.*

Bridgeport Intermodal Transportation Center Project

Stage I EA Checklist

Page 2

April 15, 2002

- a) *Water Supply*— The Bridgeport Water Company Supply Plan, approved by the Dept. Of Public Health in May 2001 with DEP concurrence reports that the current municipal supply exceeds the current DPH factor of safety of 1.15 for the current consumption conditions. Commercial consumption of water in Bridgeport is expected to grow from 3.29MGD in 2005 to 3.71MGD in 2040.
Sewage Disposal – The Bridgeport Water Pollution Control Facility has a design capacity of 29.0 MGD. In 2000 average flows were approximately 24.1MGD.
- b) *Groundwater*— The project area is located in a GB Area according to the latest Connecticut Water Quality Standard Maps. This denotes a historically urbanized industrial area where public water supply service is available. The Pequonnock River and Bridgeport Harbor are rated Class SC/SB due to point or non-point sources of pollution.
- c) *Flooding*—A portion of the proposed project is located within the 100-Year flood zone as depicted on the community's Flood Insurance Rate Maps (FIRM). Because State funds are involved, the project will require flood and stormwater management certification pursuant to section 25-68d of the CGS and sections 25-68h-2 through 25-68h-3 of the Regulations of Connecticut State Agencies.
- 2) *Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows*— The Natural Resources Conservation Service's Soil Map of Fairfield County depicts the entire project area as urban land. If any undeveloped areas are encountered during site planning/investigations; a certified soil scientist should delineate or confirm any existing wetlands or watercourses located in the project area, which may be regulated. The proposed project area is within the Connecticut's coastal boundary as defined by Section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with the CGS, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA.
- 3) *Disruption or alteration of an historic, archeological, cultural or recreational building, object, district, site or surroundings*— The DECD did not receive a response from the Connecticut Historical Commission (CHC) regarding the Stage I project circulation. Although based on the project size and area; scoping and coordination with CHC regarding historical or archaeological assets within the project area may be required.
- 4) *Effect on natural communities and upon critical species of animal or plant and their habitats: interference with the movement of any resident or migratory fish or wildlife species*— The Natural Diversity Data Base (NDDDB), maintained by DEP, reports that records indicate Peregrine Falcons, *Falco Peregrinus*, as a listed endangered species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern are known to occur in the project area. In addition, the Fisheries Division reports that Bridgeport Harbor serves as a feeding and nursery area for species that spawn farther offshore. Examples are bluefish, striped bass, scup, American Eel and others.
- 5) *Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create Extensive detrimental environmental impact*— Any construction, demolition, or other activities that are associated with this project are subject to the Department of Public Health (DPH), Childhood Lead

Bridgeport Intermodal Transportation Center Project

Stage I EA Checklist

Page 3

April 15, 2002

Poisoning Prevention and Control regulations (§§19a-111-1 through 19a-111-11) and the National Emission Standards for Hazardous Air Pollutants (NESHAP; CFP Part 61) As such all demolition and abatement activities must be performed in accordance with all applicable federal and state regulations.

- 6) *Substantial aesthetic or visual effects*—N/A The project is located in a developed urban area.
- 7) *Inconsistency with the written and/or mapped policies of the statewide Plan of Conservation and Development and such other plans and policies developed or coordinated by the Office of Policy and Management or other agency*— The C & D Plan Guide Map indicates that proposed project area is located in a Regional Center and project activities are appropriate for such a designation.
- 8) *Disruption or division of an established community or inconsistency with adopted municipal or regional plans*—The project is not perceived to disrupt any established communities or be in contradiction to any municipal development plans.
- 9) *Displacement or addition of substantial numbers of people*— no negative impacts are anticipated
- 10) *Substantial increase in congestion (traffic, recreational, other)*— Since the proposed development abuts a state highway, a certificate of operation from the State Traffic Commission may be required. A certificate of operation will be required, if the development will equal or exceed 100,000 gross square feet of floor area and/or 200 parking spaces. This project is funded under federal grant programs designed to decrease traffic congestion and assist in mitigating air and noise issues.
- 11) *A substantial increase in the type or rate of energy use as a direct or indirect result of the action*—no negative impacts are anticipated
- 12) *The creation of a hazard to human health or safety*— The creation of possible hazardous impacts is not perceived to be associated with this project. The DEP Waste Engineering and Enforcement has reported that 15-20 RCRIS sites are located within the general area of the project limits. If soil or groundwater contamination is encountered during implementation of the project, the DEP Permitting, Enforcement, and Remediation Division should be notified.
- 13) *Any other substantial impact on natural, cultural, recreational or scenic resources*—N/A.

There are no known competitive or cumulative projects funded by the DECD for this area, therefore there are no perceived cumulative impacts associated with this project.

Conclusion:

1. The Connecticut Historical Society (CHC) may require a professional reconnaissance survey of the proposed project area to identify and evaluate historical and archaeological resources that exist within the proposed project area.
2. Coordination will be required with DEP to discuss CCMA impacts due to the development
3. Coordination will be required with the STC; based on the type of project a STC Certificate of Operation may be required.
4. The City will be required to coordinate with the DECD regarding flood and stormwater management certification under section 25-68d of the CGS.

Bridgeport Intermodal Transportation Center Project
Stage I EA Checklist

Page 4

April 15, 2002

Recommendation:

- The EA Checklist for this project appears to trigger an obligation under CEPA for an EA. The FTA has already requested that a NEPA report be prepared for the project. To eliminate the redundancy of NEPA versus CEPA documents; it is recommended that DECDD hire a CEPA oversight consultant to ensure that the NEPA document meets the requirements of CEPA. .



April 1, 2002



State of Connecticut
Department of Economic and
Community Development

Dr. David A. Poirier
Connecticut Historical Commission
59 South Prospect St.
Hartford, CT 06106

Re: Bridgeport Intermodal Transportation Center (ITC) – Bridgeport, CT
DECD Stage I /CT Environmental Policy Act (CEPA) Review

Dear Dr. Poirier:

The City of Bridgeport in conjunction with the Federal Transportation Administration (FTA) is currently preparing a NEPA document for the aforementioned project. Since a percentage of the project is being funded by the State of Connecticut through the DECD a Stage I Project Review was circulated for comment. The Stage I Review; which was circulated on January 28, 2002 requested a response from appropriate State Agencies by February 22, 2002. The DECD has not received a response from the Connecticut Historical Commission (CHC) on the Stage I.

This Department recognizes that valuable archaeological or historical sites/buildings may be located within the project limits and that discrepancies may exist between a NEPA & CEPA review of the project impacts. Therefore, DECD has retained the professional services of TRC, Inc. (TRC) to provide CEPA oversight to the project team during development of the NEPA document. The DECD feels that this oversight is imperative to ensure that issues pertaining to CEPA are appropriately addressed in the document.

As such, the DECD is attempting to finalize an Environmental Assessment (EA) Checklist on the project to highlight CEPA issues as identified by State Agencies. Your assistance will allow this agency to provide TRC with the information required to ensure the NEPA document prepared for the FTA also meets expectation of the State of Connecticut under CEPA. The NEPA document is already under contract and being drafted at this time; any comments received from CHC identifying CEPA issues will be forwarded to TRC and addressed in the document. If you have any additional questions, please do not hesitate to contact me at (860) 270-8156. I look forward to hearing from you in the near future.

Sincerely,

Brian A. Dillon
Project Engineer
DECD – Infrastructure and Real Estate Division

CC: Peter Simmons, DECD - Community Development Director
Marie McGuinness, DECD - Project Manager



STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT
POLICY DEVELOPMENT AND PLANNING DIVISION

RECEIVED
MAR 04 2002

InterOffice Memo

To: Brian Dillon, Project Engineer
From: Jeffrey Smith, Planning Specialist *JS*
Date: February 28, 2002
Subject: Stage I Plan Review # 295 – Intermodal Transportation Center,
Bridgeport

The above referenced plan review has been offered to appropriate state agencies with the opportunity for review and comment. Responses have been received from the following agencies and are enclosed for your information:

Department of Environmental Protection
Office of Policy and Management
Department of Public Health
Department of Transportation
State Traffic Commission

Please send copies of any further responses to this office. I can be reached at 418-6395 if there are any questions.



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Brian Dillon - Project Engineer
DECD - Infrastructure & Real Estate Division, 505 Hudson Street, Hartford

From: David J. Fox - Senior Environmental Analyst *DJF* **Telephone:** (860) 424-4111

Date: February 21, 2002

E-Mail: david.fox@po.state.ct.us

Subject: Bridgeport Intermodal Transportation Corridor

The Department of Environmental Protection has completed a Stage I Site Review of the above referenced Municipal Development Project. It is not known at this time whether a plan would be inimical to the planning program objectives of this agency. Such a determination will be made during review of a CEPA document, if one is prepared for this project, or during Phase II Plan Review. Generally, given its location in a developed urban area and its purpose of providing links between various transportation modes, the Department supports the project concept. The following commentary is offered to assist in future planning for this project.

The proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary, including the provision of funding, which may significantly affect the environment must be consistent with the standards and policies of the CCMA.

It is unclear whether the City of Bridgeport is proposing work waterward of the high tide line of the Pequonnock River. It is believed that the high tide line in this vicinity is alongside, or perhaps beneath, the footprint of the railroad tracks. However, the plan titled, *Scheme 1 - Grade Level*, depicts the shoreline approximately 50' east of the railroad tracks, which may entail either a proposed structure (wharf or pier) or proposed fill waterward of the high tide line within the Pequonnock River between the existing Waterfront Park (adjacent to and south of Stratford Avenue) and the ferry terminal just south of I-95. There is no mention in the brief project description of any activity in this area. Any activities that are proposed waterward of the high tide line or in tidal wetlands will require authorization from the Department in accordance with the statutes governing structures, dredging and filling in tidal, coastal, and navigable waters (CGS 22a-359 through 22a-363f) and the Tidal Wetlands Act (CGS 22a-28 through 22a-35), respectively.

CGS section 22a-92(a)(3) requires that, when considering development or redevelopment of waterfront sites, highest priority and preference be given to uses and facilities which are dependent upon proximity to the water or the shorelands immediately adjacent to marine and tidal waters. The CCMA also requires the minimization of adverse impacts on future water-

dependent development activities and opportunities. As defined by CGS section 22a-93(17), such adverse impacts include: 1) locating a non-water-dependent use at a site that is physically suited for a water-dependent use for which there is reasonable demand or has been identified for a water-dependent use in the plan of development of the municipality or the zoning regulations; 2) replacement of a water-dependent use with a non-water-dependent use; and 3) siting a non-water-dependent use which would substantially reduce or inhibit existing public access to marine or tidal waters. While we recognize that this site may not be appropriate for many intensive water-dependent uses due to the presence of the railroad line which obstructs access to the river, it may be appropriate for less intensive water-dependent uses including the provision of public access to the waters of the Pequonnock River.

Based on the conceptual plan and brief generalized description provided, there are no other significant coastal management issues apparent at this time. However, the challenge in such complex projects is ensuring that, as the plans are developed in detail, they remain consistent with the applicable policies and standards of the CCMA. Coastal management concerns which should be addressed during the planning process are: avoidance or mitigation of potential flooding threats; the potential mobilization of pollutants in contaminated soils at this waterfront site; and appropriate use of urban retrofit stormwater best management practices, wherever possible. The DECD and the City of Bridgeport are encouraged to continue close coordination with the Office of Long Island Sound Programs as the planning process progresses to ensure that any potential coastal management issues are resolved prior to finalization of the plans. The appropriate contact is Margaret Welch who may be reached at (860) 424-3034.

The Fisheries Division reports that Bridgeport Harbor serves as a spawning and nursery area for resident species and as a nursery and feeding area for species that spawn farther offshore. Even though portions of Bridgeport Harbor have been severely degraded, a variety of year-round estuarine fishes and transient marine fishes can be expected to utilize aquatic habitats within and adjacent to the project site. Examples are bluefish, striped bass, scup, blackfish, weakfish, American eel, cunner, Atlantic menhaden, Atlantic herring, windowpane flounder, winter flounder, white perch, winter flounder, red hake, and mummichog. Common invertebrates include blue crab, mantis shrimp, lady crab, horseshoe crab, and rock crab.

Remnant spawning runs of alewife and blueback herring are known to occur in the Pequonnock River. These fish migrate in the spring to the base of Bunnell's Pond Dam, which blocks migration further upstream. Presumably these fish spawn there, albeit with limited success. A fishway is being installed on Bunnell's Pond Dam to give these fish access to spawning habitat upstream. With access to additional spawning habitat, the size of these runs should increase considerably.

As noted above, the extent of any proposed in-water work is uncertain. Activities that result in the permanent loss or alteration of existing habitat are of particular concern to the Inland Fisheries Division, including dredging, filling and shoreline alterations. Inasmuch as proposed activities will be regulated by the Department, the Division will have full opportunity to review and comment on regulated activities during the permit review process. Consistent with agency policy, comments will focus on avoiding impact, minimizing unavoidable impacts, and finally, suggesting appropriate compensation or mitigation where adverse impacts to fisheries resources

remain. If dredging is proposed, information needed to evaluate effects on fisheries resources includes the location and extent of the area to be dredged, the quality and volume of material to be dredged, and anticipated changes in depth, substrate, and benthic habitat. If dredging is ultimately allowed, then project details will be evaluated to determine if dredging should be prohibited during certain times of the year as follows: from February 1 to May 15 to protect winter flounder spawning and early life stages, and from April 1 through June 30 to protect anadromous fish migration. If considerable pile driving is proposed, the following restriction may be recommended to protect anadromous fish migration: from April 1 through June 30, prohibit pile driving between one hour before sunset to one hour after sunrise.

Bridgeport Harbor is popular with shore-based anglers, but public access is limited. Species most often targeted by recreational anglers include striped bass, bluefish, scup, winter flounder, summer flounder and tautog. The Inland Fisheries Division will evaluate the potential of the project site to provide shorefront angling, including a fishing pier. Assistance with fishing pier design can be provided by the Department as planning for this project proceeds. For additional information, contact Mark Johnson at (860) 434-6043.

Portions of the proposed project area are within the 100-year flood zone on the community's Flood Insurance Rate Map (FIRM). As shown on the FIRM (copy enclosed), it appears that the proposed site for the bus terminal and associated parking lot are within the 100-year flood zone. Because State funds are involved, the project must be certified by the Department of Economic & Community Development as being in compliance with flood and stormwater management standards specified in section 25-68d of the CGS and section 25-68h-2 through 25-68h-3 of the Regulations of Connecticut State Agencies.

As you know, State policy states that the project should promote long-term nonintensive floodplain uses and have utilities located to discourage floodplain development. In order to be able to be certified, the proposal must be determined to be a nonintensive use of the flood zone. The determination of whether a specific proposal is considered nonintensive requires examination of numerous factors including the existing state of the flood zone and its natural resources, the types of uses proposed for the floodplain area, the design of the entire proposal and the extent of encroachment into the floodplain, and the availability of alternatives to siting within the floodplain. Information regarding existing and proposed floodplain conditions will be required during the certification process.

In order to comply with flood management standards and to be consistent with coastal management policies concerning coastal flood hazard areas, the lowest floor (including basement and utilities) of all newly constructed of non-residential structures must: i) have the lowest floor (including basement) elevated to or above the base flood level, 10.7 feet NGVD in this case; or (ii) together with attendant utility and sanitary facilities, be designed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy [44 CFR Chapter 1, Part 60, Subpart A, Section 60.3(c)].

The Natural Diversity Data Base, maintained by DEP, contains a recent record of the Peregrine falcon, *Falco peregrinus*, a species listed by the State pursuant to section 26-306 of the

CGS as endangered (also Federally endangered), in the vicinity of the project site. Peregrine falcons have been recorded nesting under the I-95 bridge immediately south of the project site. They have not been reported as using the proposed site, and adverse impact to this species is not anticipated as a result of this project. The Wildlife Division has been involved in installing nesting boxes for peregrine falcons on tall buildings elsewhere in the state. If there is an opportunity for such a box to be included in this project, the Department would provide plans to the project developer and help coordinate placement of the box. For further information, contact Julie Victoria of the Wildlife Division at (860) 642-7239.

The Natural Resources Conservation Service's Soil Survey of Fairfield County depicts the entire site as urban land. If there are any undeveloped areas within the project site, it is recommended that a certified soil scientist perform a reconnaissance of the site in order to determine whether there are any areas that would be regulated as wetlands or watercourses pursuant to the CGS. If the reconnaissance identifies regulated areas, they should be delineated. Any development should avoid regulated areas to the maximum extent practicable. Any inland wetlands or watercourses at the site are regulated by the local inland wetlands agency, pursuant to section 22a-42 of the CGS. Many local agencies have established setback or buffer areas and require review and approval of activities within these upland areas adjacent to wetlands or watercourses. The local agency should be contacted regarding permit requirements.

Ground water at the site is rated Class GB in Connecticut's Water Quality Standards, denoting an historically highly urbanized/industrial area where public water supply service is available. The Pequonnock River and Bridgeport Harbor are rated Class SC/SB; due to point and/or nonpoint sources of pollution, certain Water Quality Criteria or designated uses assigned to Class SB waters are not currently met. The water quality goal is achievement of Class SB criteria and attainment of Class SB designated uses. Discharges from industrial wastewater treatment systems would be allowed, subject to the provisions of section 22a-430 of the CGS. Discharges that would not allow the attainment of Class SB designated uses and quality criteria would not be authorized.

Traditional stormwater systems collect stormwater as rapidly as possible and quickly shunt it from upland areas to receiving waterbodies. This has resulted in widespread and significant pollution problems from both the materials picked up by the stormwater as it flows over developed land surfaces (non-point source pollution) and, in coastal locations, from the freshwater itself which, even if potable, is a pollutant (by virtue of volume) when introduced into a saline ecosystem. The latest emphasis in stormwater management is to try to minimize changes between pre- and post-development runoff rates and volumes by utilizing on-site retention and to pretreat discharges to remove total suspended solids, oils, greases, nutrients, pathogens and floatable debris. The following standard recommendation regarding stormwater management is also applicable. These standards should be incorporated in development of the plan.

Appropriate controls, designed to remove sediment and oil or grease typically found in runoff from parking and driving areas, should be included in any stormwater collection system to be installed or upgraded at the site. Non-structural measures to dissipate and treat runoff are strongly encouraged, including infiltration using

pervious paving, sheetflow from uncurbed pavement and vegetated swales. If a stormwater collection system must be installed, potential controls include gross particle separators, deep sump catch basins with oil-grease traps and/or detention/retention basins. Any catch basins installed in conjunction with roadway or parking lot paving should have deep sumps to trap sediments and hoods to trap oil and grease. If more than 1 acre of pavement drains to a common discharge point, a gross particle separator should also be installed. Advanced designs for gross particle separators have been developed, such as Vortech, Downstream Defender and Stormceptor, that the Department believes are more effective in retaining medium to coarse grained sediments as well as floatables than standard designs. The last type of separator is designed to treat runoff from areas up to approximately 1 acre in size, while the former two can be sized to accommodate flow from larger areas. It is recommended that the appropriate variety of this or similar type of unit with a cyclonic design be installed in conjunction with each outfall, depending on the size of the drainage area. Provisions should be made for the periodic maintenance that will be required to insure continued effectiveness of these control measures. For further information regarding the design of stormwater collection systems, contact Chris Stone of the Permitting Enforcement & Remediation Division at (860) 424-3850.

The Waste Engineering & Enforcement Division reports that their review of the Resource Conservation and Recovery Information System (RCRIS) for sites along Main, Water, John and State Streets in Bridgeport identified 15 to 20 notifiers in the area. Without additional information, it cannot be determined which ones would specifically fall in the project area. Most of these notifiers were dry cleaners, gas stations and other small facilities. The biggest facilities were:

- Jenkins Valve, Main Street (demolished when the new stadium was built)
- Kemvolt, 1501 State Street (may be out of business)
- Remington Products, 60 Main Street

Since business names and addresses were not provided, a search of the Department's program files for information concerning regulatory status of particular properties or potential contamination issues was not conducted. If such information is required for a limited number of properties, this office can coordinate a file search, if given sufficient lead time. If there is an extensive list of businesses or if the information is needed quickly, the DEP Environmental Quality Records File Room, in the basement of 79 Elm Street, is open for public review of files on Tuesday, Wednesday and Thursday from 9 a.m. to noon and 1 p.m. to 3 p.m. For more information concerning the file room operation, call 424-4180.

If soil and/or ground water contamination is discovered during the implementation of the project, the Permitting, Enforcement and Remediation Division should be notified in writing. In order to ascertain the environmental status of properties, it is typically recommended that a Phase I environmental site assessment (ESA) be performed at the site. In addition to determining the potential for contamination to be present, the Phase I ESA should also gather information relevant to determining the applicability of the Property Transfer Act (section 22a-134 to 22a-

134e of the CGS). If the Phase I ESA indicates site contamination is likely, a Phase II ESA should be performed to confirm or deny the presence of contamination. In order to achieve proper remediation, the extent of contamination should be clearly defined, a cleanup plan developed, and measures implemented that will clean up the site in accordance with applicable criteria in the Connecticut Remediation Standard Regulations adopted pursuant to section 22a-134k of the CGS. Additionally, parties having an interest in the parcels are encouraged to conduct voluntary remediation pursuant to Section 22a-133x or 22a-133y of the CGS. Fact sheets discussing the voluntary remediation processes are available upon request from the Permitting, Enforcement & Remediation Division [telephone (860) 424-3705].

This urban site is served by water and sewer utilities. The Bridgeport water pollution control facility has a design capacity of 29.0 million gallons per day (mgd). In 2000, average flows were 24.1 mgd. The Water Supply Plan for the BHC Company, dated September 2000 and approved by the Department of Public Health (DPH) with the concurrence of this Department in May 2001, concludes that the margins of safety between projected supply and demand exceed the DPH recommendation of 1.15 throughout the 50-year planning period for the Main System serving Bridgeport. Commercial consumption in Bridgeport is projected to grow from 3.29 mgd in 2005 to 3.71 mgd in 2040.

A major initiative of the Department is to utilize pollution prevention as the preferred management approach for protecting public health and the environment. Recent state and federal legislation has formally adopted a pollution prevention philosophy that encourages prevention and reduction of risk at the source. The Waste Planning & Standards Division submits the attached recommendations that should be forwarded to the grant recipient for consideration as the project proceeds.

It is not known whether the project will entail demolition prior to construction of the new transportation facilities. The Waste Planning & Standards Division typically recommends that deconstruction techniques, involving the selective dismantling or removal of materials from buildings before or instead of demolition, be considered during project planning. Fact sheets, including "A Guide to Deconstruction" and lists of companies that recycle demolition aggregate and scrap metal, are available upon request. Contact the division at (860) 424-3297. The following standard comments regarding demolition may be applicable to the project and are offered for your information.

Prior to the demolition of any commercial, industrial or public buildings or buildings containing five or more residential units, they must be inspected for asbestos-containing materials and any such materials must be removed. The National Emissions Standards for Hazardous Air Pollutants - Subpart M also requires that the Federal EPA be notified 10 working days prior to demolition. For further information, contact the EPA at (617) 918-1650.

The disposal of material containing asbestos requires the approval of the Waste Engineering and Enforcement Division pursuant to section 22a-209-8(i) of the Regulations of Connecticut State Agencies. Proper disposal technique requires that the material be bagged and labeled and placed in an approved secure landfill. For

further information and to obtain the application for approval, contact the division at (860) 424-3366.

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing other than brick or rubble, contaminated demolition wastes (e.g. contaminated with oil or lead paint), tree stumps, or any kind of contaminated soils. Landclearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid waste processing facility pursuant to section 22a-208c of the Connecticut General Statutes and section 22a-209-2 of the RCSA. For further information concerning disposal of demolition debris, contact the solid waste staff of the Waste Engineering & Enforcement Division at (860) 424-3366.

Residue generated by the removal of lead paint is considered to be hazardous waste if it meets the characteristics contained at 40 CFR 261. This must be determined on a case-by-case basis for each abatement project prior to disposal. The disposal of hazardous waste is regulated pursuant to sections 22a-449(c)-11 and 22a-449(c)-100 through 22a-449(c)-110 of the Regulations of Connecticut State Agencies. Proper disposal procedure is for a permitted hazardous waste hauler to transport the waste to an approved disposal facility. The Bureau of Waste Management has prepared a document, "Guidance for the Management and Disposal of Lead-Contaminated Materials Generated in the Lead Abatement, Renovation and Demolition Industries." For further information and to obtain the guidance document, contact the Waste Engineering and Enforcement Division at (860) 424-3372.

The site should be inspected for any electrical equipment such as transformers or capacitors, which may contain PCB's. In addition, the PCB Transformer Fires Final Rule (40 CFR 761) requires that each PCB transformer in use or stored for reuse must be registered with the local fire department. PCB transformers are prohibited from use in and near commercial and public buildings (e.g. schools, hospitals, offices, etc.). For further information, contact the Bureau of Waste Management, PCB Program at (860) 424-3368.

The removal of underground storage tanks should follow the procedures outlined in the code of the National Fire Protection Association (NFPA 30, Appendix B). Individual soil samples should be obtained from the underlying native soil. A listing of potential contaminants that should be analyzed and suggested analytical methods is available upon request. If contaminated soil, ground water or free product is observed at the site or detected by sample analysis, the DEP must be immediately notified at (860) 424-3338 and corrective action must be undertaken in accordance with section 22a-449(d)-106 of the Regulations of Connecticut State Agencies.

Closure reports, including confirmation of sampling and clean-up, are required by Federal and State law. For further information, contact the Bureau of Waste Management, Underground Storage Tank Program at (860) 424-3374.

Thank you for the opportunity to review this project. If you have any questions regarding these comments, please contact me.

Enclosures (2)

cc: Jeff Smith, OPM
Arthur J. Rocque, Jr., DEP/COMM
Art Christian, DEP/IWRD
Joe Foutz, DEP/APSD
Martha Fraenkel, DEP/WEED
Mark Johnson, DEP/IFD
Julie Victoria, DEP/WD
Margaret Welch, DEP/OLISP



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

POLLUTION PREVENTION



The Waste Planning & Standards Division submits the following recommendations to be implemented as the project proceeds. This project could become a model of environmental stewardship. A policy on environmental compliance, recycling and pollution prevention should be clearly stated by the grant recipient and the general contractor. The grant recipient is encouraged to require all contractors (design, demolition, construction and future renovations), vendors, tenants, management companies and custodial contractors who do business at the site to sign on to this policy and adhere to it as a condition of continuing to do business there.

Specific recommendations for each phase of project implementation follow. For additional information a list of sources is provided in the enclosed fact sheet, "Green Building."

Design Phase:

- Energy efficiency and water conservation should be considered at the time of facility design rather than being left to the operations phase. Joining the Energy Star program at this phase may be appropriate. The most efficient way to attain an energy efficient design is to bring in an energy consulting firm up front to work with the project design firm(s).
- Recycling is mandatory in Connecticut. The key to cost effective compliance with the state's recycling requirements is advance planning. Blueprints should incorporate provisions for the collection, storage and transport of materials required to be recycled in CT. These items include white office paper, corrugated cardboard, glass and metal food and beverage containers, old newspaper, used crankcase oil, scrap metal, lead acid batteries, nicad batteries, leaves and grass. Food waste and plastic beverage containers are not now required to be recycled, but if recycling provisions include these items, the amount of solid waste requiring disposal can be significantly reduced.
- Advance planning is needed for the proper management of hazardous wastes such as spent solvents, thinners, coatings, cleaners, resins, and hardeners, as well as fluorescent tubes, other mercury containing lamps and facility maintenance products. Careful planning in the design stage can reduce compliance problems and costs once the facilities are operational.
- Landscaping plans should be designed for sustainability and low maintenance, considering water, fertilizers, pesticides and manpower. The use of native New England species is encouraged.
- A recent study (Dr. Nickolas Nickolaidis at UConn) showed copper architectural surfaces released enough copper to impair water quality in local streams. If copper surfaces exposed to weather are proposed, architects should work with the copper association or the DEP Water Bureau to minimize impacts
- If feasible, the developers should try to incorporate a percentage of recycled materials in place of virgin materials. Some of these could come from deconstruction/demolition activities at the site. This also provides a public education opportunity for the developers and the state.



Operations Phase:

- Provision should be made to segregate wastes into recyclables, municipal solid waste, CT regulated and RCRA hazardous wastes. It is recommended that provision be made to locate waste containers under roofed areas to store these wastes until they are shipped off site and to train all employees in proper handling of wastes and recyclables. Compliance with recycling rules will be enhanced if there are adequate public awareness efforts to promote recycling (i.e., posters directing where to put recyclables) at each facility.
- The health and safety of facility staff and the general public can be protected if a commitment is made to the use of environmentally preferred materials for all phases of building maintenance. All employees who work with chemical products should be trained in proper use, precautions and disposal prohibitions.
- Cost savings and environmental protection can be encouraged by implementing integrated pest management (IPM) for all structures and landscaped areas. This is now mandatory for all state agencies and is strongly encouraged for all projects receiving state funding. This is a preventive rather than a control strategy that typically yields long term cost savings as well as a healthier workplace. Compost (produced on- or off-site from maintenance activities) can be used to aid the growth of healthy, disease and pest resistant plants.
- Although not yet required by statute, the facilities can practice source reduction and perhaps achieve cost savings by requiring food preparation and service facilities to segregate food scraps and direct these to an on-site or off-site composting facility. Training for all food preparers and handlers is key to making this workable. To further reduce the waste stream, disposable serving containers should be either compostable or recyclable. Signage and other educational aids should be provided to educate patrons about the workings and benefits of composting. The compost generated from the process works well for plantings needed for the site. Benefits also include decreased waste hauling costs.
- If recycled or recovered materials are used in construction, include permanent signage in public areas explaining what types of materials were used and how their reuse benefits the environment.



Green Building

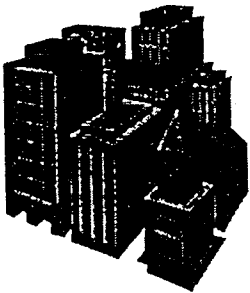
Resources for the Construction Industry

December, 1999

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION
79 Elm Street, Hartford, CT 06106-5127
Arthur J. Rocque, Jr., Commissioner

The construction industry accounts for approximately 40% of the annual resource expenditure in the United States. To date, after structural integrity, the primary selection criteria have been aesthetic and capitol costs, with operating, life-cycle and environmental costs being largely left out. Partly as a result of this the industry is also a large waste generator. According to "WasteSpec", (see reference # 11), the commonly accepted estimate is that C&D generates approximately 20% of the municipal solid waste in this country, (please note, in Connecticut, land clearing debris and demolition wastes are classified as "Bulky Waste").

The industry is undergoing significant change. For example, in the city of Portland OR, 47% of all C & D waste was diverted from landfills in 1993 through such measures as reuse and recycling. It is estimated that up to 90% of C & D waste is potentially reusable or recyclable. The construction industry is coming under increasing pressure to adopt changes to improve energy efficiency, indoor air quality, conserve water, reduce dependence on natural resources and increase the use of recycled materials.



The references provided below are intended to help the builder stay abreast of changes in the selection, purchase and handling of building materials.

- 1) Green Building Materials - <http://www.ecodesign.bc.ca/res/eclib/thumb7.htm> Listing of books, guides, web sites, etc. relating to "green construction"
- 2) Listing of Recycled Product Directories - <http://prc.org/rpdirect.htm> - including building and construction directories



Office of Policy and Management
 450 Capitol Avenue, MS# 52ASP
 Hartford, CT 06106-1308
 Phone: 418-6395

STAGE I - SITE REVIEW

Municipal or Business Development Projects

I. PROJECT NOTIFICATION:

An Application is invited for the Business Development Project described below by the Connecticut Department of Economic And Community Development which, through the Office of Policy and Management, is providing notification to the state agencies indicated. State agencies are provided opportunity to review the site for the proposed project and to indicate whether a plan for the site might or might not be inimical to the planning programs indicated in the response and will take appropriate steps toward resolving them.

STATE REVIEW AGENCIES:

Department of Public Health
 Department of Agriculture
 Historical Commission
 State Traffic Commission
 Council on Environmental Quality

Department of Public Works
 Office of Policy and Management
 Dept. of Transportation
 Dept. of Environmental Protection

DECD Contact: Brian Dillon, Project Engineer

(Title)

Telephone 860-270-8156

II. PROJECT DESCRIPTION:

Name of Applicant: City of Bridgeport
 Address: 999 Broad Street
 Contact Person: Michael Freimuth
 Phone: (203) 576-7221
 Project Location Town(s): Bridgeport
 Size Acres: actions proposed to several downtown blocks, exact area not quantified
 Anticipated Funding Support: Federal ☒ State ☐ Local ☐ Other ☐
 Anticipated Survey and Planning Timing: Winter 2002 to Fall 2002
 Estimated Start of Execution Stage: TBD
 8"x11" Location Map of Site Attached ☒

Project Description: The City of Bridgeport proposes to improve its public transportation system by the development of an intermodal transportation corridor (ITC). The ITC complex will consist of a new bus terminal, rail station, garage/office structure and a connector to Main Street. The ITC will link various modes of transportation--bus, rail, ferry, taxi, vans and parking in addition to providing an opportunity to create additional adjoining office space. Proposed funding sources include State DECD, federal FTA and CMAQ funds.

III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on

Conservation and Development Policies Plan 1998-2003

Locational Guide Map

- Town Outline
- Major Roads
- Local Roads
- Railroad
- Tribal
- Historic
- Aquifer Level B
- Aquifer Level A
- EPOS
- Preservation
- Conservation
- Regional Centers
- Neighborhood Cons.
- Growth
- Rural Community Centers
- Rural

The Locational Guide Map is a part of the Conservation and Development Policies Plan for Connecticut (The Plan). The map represents a geographic interpretation of the policies of The Plan, which serves as a basic means for coordinating the numerous policies, standards, regulations, public investments and other governmental activities of state government.

The map is based on digital and demographic data developed by the Department of Environmental Protection, the Office of Policy and Management, the Department of Economic and Community Development and the U.S. Department of Commerce, Bureau of the Census.

The map represents the best available statewide digital and demographic data, and local plans and policies which most reflect the definitional criteria of the Plan.



0.05 0 0.05 0.1 Miles

State of Connecticut
Office of Policy and Management
Policy Development and Planning Division

Bridgeport Intermodal Transportation
Corridor (ITC)



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

February 11, 2002

Brian A. Dillon, Project Engineer
Community Development Specialist
Department of Economic and Community Development
505 Hudson Street
Hartford, CT 06106

RE: Phase I of the Bridgeport Intermodal Transportation Corridor (ITC)

Dear Mr. Dillon:

The following comments are offered in response to your request concerning the State Agency Project Review information for the ITC Project in Bridgeport, CT. A review of this document reveals limited information at this stage of the project. Should the project include any renovation or demolition of existing facilities, then a plan must be in place to address lead-based paint and asbestos since these materials may be encountered during construction activities. This type of construction activity could result in the disturbance of surfaces that may contain asbestos and lead-based paint.

The following summarizes the Department's position with regard to lead and asbestos:

A. Lead-Based Paint

It does not appear that construction, demolition, or other activities that are associated with this project are subject to the Department of Public Health (DPH), Childhood Lead Poisoning Prevention and Control Regulations (§§19a-111-1 through 19a-111-11). However, there are other issues that must be addressed related to lead-based paint. Among these issues are the following:

- Testing of paint on the existing structures should be performed by a lead inspector or lead inspector/risk assessor certified by the DPH.
- Planned renovation or demolition activities should be performed using lead-safe work practices.
- If lead-based paint or lead containing paint is identified on any of the structures, the classification and disposal of generated waste must comply with the Resource Conservation Recovery Act (RCRA) and Connecticut Department of Environmental Protection standards (e.g., Toxicity Characteristic Leaching Procedure [TCLP] testing, and reporting and record keeping requirements by the contractor).



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Page 2

Brian A. Dillon

Phase I of the Bridgeport Intermodal Transportation Corridor (ITC)

February 11, 2002

- Additionally, if lead-based paint or lead containing paint is identified, workers must be trained (as a minimum) according to the Occupational Safety and Health Administration (OSHA) lead standard (29 CFR 1926.62). Because other contaminants may also be present on the site, additional health and safety training may be required (e.g., hazardous waste and/or asbestos).

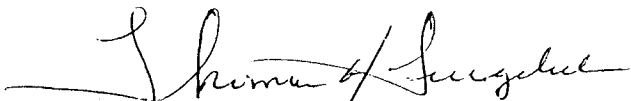
Additional inquiries on the subject of lead based paint can be directed to Alan Buzzetti, Supervising Environmental Sanitarian, Lead Environmental Management Unit at 860-509-7299.

B. Asbestos

Please be advised that the demolition of any existing facility that is associated with this proposed project would be subject to the provisions of the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP; 40 CFR Part 61). In order to fulfill NESHAP requirements, a facility must be thoroughly inspected to determine the presence of asbestos prior to the commencement of the demolition activity. Additionally, the asbestos inspection must be conducted by an Inspector or a Management Planner licensed by the DPH. Asbestos abatement that involves more than three (3) linear feet, or more than three (3) square feet of asbestos-containing material, must be performed by an asbestos Abatement Contractor licensed by the DPH. Asbestos abatement must be performed in accordance with all applicable federal, state and local regulations.

Additional inquiries on the subject of asbestos abatement can be directed to Ronald Skomro, Supervising Environmental Sanitarian, Indoor Air Program at (860) 509-7367.

Sincerely,



Thomas H. Furgalack, R.S., M.P.A.

Director

Division of Environmental Health

THF/sm

c: Jeff Smith, OPM

III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on or before the deadline date of February 22, 2002). Check one or more appropriate boxes. For expanded commentary, attach additional sheets.

☐ It is expected that a plan for this site would not be inimical to the planning program of this agency

☐ It is expected that a plan for this site might be inimical to the planning program of this agency for the following reason(s).

☐ It is not known at this time whether a plan would be inimical to the planning objectives of this agency.

☐ Please contact this reviewing agency

☒ The following are suggestions or concerns of this agency.

PLEASE SEE ATTACHED COMMENTS. THANK YOU.

~~Department of Public Health, Thomas Furgalack, Director, Div. of Environmental Health~~

Reviewing Agency	Name	Title	
410 Capitol Ave., MS#51EHS, (860) 509-7293	(860) 509-7295	February 11, 2001	
Mailing Address	Phone	Fax	Date

Facsimile Transmission Cover Sheet

Connecticut Department of Transportation

2800 Berlin Turnpike

Newington, CT 06131-7546

Date: February 19, 2002

To: Brian Dillion
Project Engineer
DECD
Fax No. 270-8157

From: Paul L. Sabrosky, RLA
Office of Environmental Planning
Phone No. (860) 594 - 2929
Fax No. (860) 594 - 3028

Re: Intermodal Transportation Corridor
Bridgeport

Message:

Mr. Dillion:

Thank you for the opportunity to comment on this project. The Office of Environmental Planning has reviewed the materials provided and is submitting the following comment:

- ☐ The current plan, as submitted for this site, is expected not to be inimical to the planning program of this office.

Feel free to contact this office with any questions.

* cc: Jeffrey Smith (OPM) FAX: 418-6495

Pages Transmitted: Cover Sheet plus 4

(Bridgeport 8 - Tracking No. 103 - InterAgyDocRevFax)

III. PROJECT REVIEW REPORT:

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☐ Please contact this reviewing agency

☐ The following are suggestions or concerns of this agency.

CT Dept. of Transportation
Reviewing Agency

Paul L. Sabrosky
Name

Trans Planner
Title

2800 Berlin Turnpike
Newington, CT 06131

Mailing Address

(860) 594-2929
Phone

(860) 594-3028
Fax

2/19/02
Date

STATE OF CONNECTICUT
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
505 Hudson Street
Hartford, CONNECTICUT 06106

TO: Jeff Smith, OPM
David Fox, DEP
Karl Wagener, CEQ
David Poirier, CHC
Jay Dippel, DOAg
Edgar Hurle, DOT
Joseph Santaniello, STC
Thomas Furgalack, DPH
Richard Piotrowski, DPW

RECEIVED

FROM: Brian Dillon, Project Engineer

DATE: January 24, 2002

REFERENCE: Stage I

NAME OF PROJECT: Bridgeport Intermodal Transportation Corridor (ITC)

STAGE: ONE

Enclosed, herewith, are narrative information map (X) and a copy of the state agency review (Stage I) package prepared for the above-mentioned project. This information is being provided for your agency's review and comment as part of this department's preliminary project scoping process.

Please send a copy of your response to my attention and also to Jeffrey Smith's attention at the Office of Policy and Management.

Thank you for your assistance.

Brian A. Dillon
Project Engineer
Enclosures

III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on or before the deadline date of February 22, 2002). Check one or more appropriate boxes. For expanded commentary, attach additional sheets.

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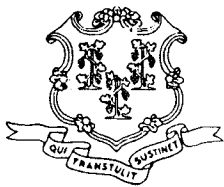
☐ Please contact this reviewing agency

☒ The following are suggestions or concerns of this agency.

PLEASE SEE ATTACHED COMMENTS. THANK YOU.

~~Department of Public Health, Thomas Furgalack, Director, Div. of Environmental Health~~

Reviewing Agency	Name	Title
410 Capitol Ave., MS#51EHS, (860) 509-7293	(860) 509-7295	February 11, 2001
Mailing Address	Phone	Fax
		Date



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

RECEIVED

February 11, 2002

Brian A. Dillon, Project Engineer
Community Development Specialist
Department of Economic and Community Development
505 Hudson Street
Hartford, CT 06106

RE: Phase I of the Bridgeport Intermodal Transportation Corridor (ITC)

Dear Mr. Dillon:

The following comments are offered in response to your request concerning the State Agency Project Review information for the ITC Project in Bridgeport, CT. A review of this document reveals limited information at this stage of the project. Should the project include any renovation or demolition of existing facilities, then a plan must be in place to address lead-based paint and asbestos since these materials may be encountered during construction activities. This type of construction activity could result in the disturbance of surfaces that may contain asbestos and lead-based paint.

The following summarizes the Department's position with regard to lead and asbestos:

A. Lead-Based Paint

It does not appear that construction, demolition, or other activities that are associated with this project are subject to the Department of Public Health (DPH), Childhood Lead Poisoning Prevention and Control Regulations (§§19a-111-1 through 19a-111-11). However, there are other issues that must be addressed related to lead-based paint. Among these issues are the following:

- Testing of paint on the existing structures should be performed by a lead inspector or lead inspector/risk assessor certified by the DPH.
- Planned renovation or demolition activities should be performed using lead-safe work practices.
- If lead-based paint or lead containing paint is identified on any of the structures, the classification and disposal of generated waste must comply with the Resource Conservation Recovery Act (RCRA) and Connecticut Department of Environmental Protection standards (e.g., Toxicity Characteristic Leaching Procedure [TCLP] testing, and reporting and record keeping requirements by the contractor).



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Brian A. Dillon

Phase I of the Bridgeport Intermodal Transportation Corridor (ITC)

February 11, 2002

- Additionally, if lead-based paint or lead containing paint is identified, workers must be trained (as a minimum) according to the Occupational Safety and Health Administration (OSHA) lead standard (29 CFR 1926.62). Because other contaminants may also be present on the site, additional health and safety training may be required (e.g., hazardous waste and/or asbestos).

Additional inquiries on the subject of lead based paint can be directed to Alan Buzzetti, Supervising Environmental Sanitarian, Lead Environmental Management Unit at 860-509-7299.

B. Asbestos

Please be advised that the demolition of any existing facility that is associated with this proposed project would be subject to the provisions of the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP; 40 CFR Part 61). In order to fulfill NESHAP requirements, a facility must be thoroughly inspected to determine the presence of asbestos prior to the commencement of the demolition activity. Additionally, the asbestos inspection must be conducted by an Inspector or a Management Planner licensed by the DPH. Asbestos abatement that involves more than three (3) linear feet, or more than three (3) square feet of asbestos-containing material, must be performed by an asbestos Abatement Contractor licensed by the DPH. Asbestos abatement must be performed in accordance with all applicable federal, state and local regulations.

Additional inquiries on the subject of asbestos abatement can be directed to Ronald Skomro, Supervising Environmental Sanitarian, Indoor Air Program at (860) 509-7367.

Sincerely,



Thomas H. Furgalack, R.S., M.P.A.

Director

Division of Environmental Health

THF/sm

c: Jeff Smith, OPM

Office of Policy and Management
450 Capitol Avenue, MS# 52ASP
Hartford, CT 06106-1308
Phone: 418-6395

STAGE I - SITE REVIEW

Municipal or Business Development Projects

I. PROJECT NOTIFICATION:

An Application is invited for the Business Development Project described below by the Connecticut Department of Economic And Community Development which, through the Office of Policy and Management, is providing notification to the state agencies indicated. State agencies are provided opportunity to review the site for the proposed project and to indicate whether a plan for the site might or might not be inimical to the planning programs indicated in the response and will take appropriate steps toward resolving them.

STATE REVIEW AGENCIES:

Department of Public Health
Department of Agriculture
Historical Commission
State Traffic Commission
Council on Environmental Quality

Department of Public Works
Office of Policy and Management
Dept. of Transportation
Dept. of Environmental Protection

DECD Contact: Brian Dillon, Project Engineer

(Title)

Telephone 860-270-8156

II. PROJECT DESCRIPTION:

Name of Applicant: City of Bridgeport

Address: 999 Broad Street

Contact Person: Michael Freimuth

Phone: (203) 576-7221

Project Location Town(s): Bridgeport

Size Acres: actions proposed to several downtown blocks, exact area not quantified

Anticipated Funding Support: Federal ☒ State ☒ Local ☐ Other ☐

Anticipated Survey and Planning Timing: Winter 2002 to Fall 2002

Estimated Start of Execution Stage: TBD

8"x11" Location Map of Site Attached ☒

Project Description: The City of Bridgeport proposes to improve its public transportation system by the development of an intermodal transportation corridor (ITC). The ITC complex will consist of a new bus terminal, rail station, garage/office structure and a connector to Main Street. The ITC will link various modes of transportation--bus, rail, ferry, taxi, vans and parking in addition to providing an opportunity to create additional adjoining office space. Proposed funding sources include State DECD, federal FTA and CMAQ funds.

III. PROJECT REVIEW REPORT:

(To be completed by review agencies and returned to DECD and OPM at the above address on or before the deadline date of February 22, 2002). Check one or more appropriate boxes. For expanded commentary, attach additional sheets.

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☐ It is expected that a plan for this site might be inimical to the planning program of this agency for the following reason(s).

☐ It is not known at this time whether a plan would be inimical to the planning objectives of this agency.

☐ Please contact this reviewing agency

☒ The following are suggestions or concerns of this agency.

The proposed development abuts a state highway, therefore; a Certificate of Operation from the State Traffic Commission will be required if there will be 200 or more parking spaces and/or 100,000 square feet of building area.

State Traffic Commission	Joseph Santaniello	Executive Director	
Reviewing Agency	Name	Title	
2800 Berlin Turnpike			
P.O. Box 317546			
Newington, CT 06131-7546	(860) 594-3020	(860) 594-2377	January 25, 2002
Mailing Address	Phone	Fax	Date



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

RECEIVED
JAN 21 2003

To: Marie McGuinness - Project Manager
DECD - Infrastructure & Real Estate Division, 505 Hudson Street, Hartford

From: David J. Fox - Senior Environmental Analyst, Telephone: (860) 424-4111

Date: January 17, 2003 E-Mail: david.fox@po.state.ct.us

Subject: Intermodal Transportation Center, Bridgeport

The Department of Environmental Protection has received the Notice of Scoping for the above referenced project. The Intermodal Transportation Center was the subject of a Stage 1 Site Review in early 2002. The Department submitted comments dated February 21, 2002 to Brian Dillon. Since this notice contains the same level of information available during the previous review, the Department has no additional commentary at this time. Our previous comments should be considered during preparation of the CEPA document. Thank you for the opportunity to again review this project.

cc: Jeff Smith, OPM
Arthur J. Rocque, Jr., DEP/COMM
Margaret Welch, DEP/OLISP

10:10 P.03



Brucefrombklyn@aol.com on 12/17/2002 06:50:12 PM

To: marie.mcguinness@po.state.ct.us

cc:

Subject: bridgeport

hi marie,

It was a pleasure to speak with you today. As a resident of bridgeport who is very much concerned with the towns ability to cope with high taxes and a general overall poor image, i am very much interested in your upcoming impact survey. I would very much like to recieve a copy of the survey or plan if possible.

Prior to moving here in 1996, i read a book published by the regional plan association called "region at risk"(YARO AND HISS). If you have not read it i would urge you to review the section on bridgeport. It explains (in a nutshell) because of its location near new york city and its ability to handle All types of transportation it is virtually a diamond in the rough.

I would like to be kept informed of surveys etc . so i could participate.

thank you
bruce gallo
phone/fax 203-333-3198



FITZGERALD & HALLIDAY, INC.

72 Cedar Street, Hartford, Connecticut 06105
Tel. (860) 247-7200
Fax (860) 247-7206

18 February 2003

Dr. David Poirier
Federal Environmental Review Officer
Connecticut Historical Commission
59. S. Prospect St
Hartford, CT 06106

Subject: Bridgeport Intermodal Transportation Center (BITC), Bridgeport, CT.

Dr. Poirier:

The City of Bridgeport is proposing the construction of a multi-phased intermodal facility on the block bounded by Water, State, John, and Middle Streets in the vicinity of the existing rail and bus station facilities. This new facility will be designed to accommodate Metro-North commuter rail, Amtrak intercity and high-speed rail, ferry, intra- and inter-city bus, taxi, limousine, airport shuttle, automobile, and pedestrian modes. This letter will serve as initial consultation under Sections 106 of the National Historic Preservation Act and 4(f) of the Department of Transportation Act.

Project Description

The BITC project consists of three phases. Phase I, the "Transit Center Garage at Harbor Yard," located on Water Street, south of I-95, opened in 2000. Phase II involves the relocation of the existing bus station (Phase IIA), the replacement (re-design or re-build) of the existing train station (Phase IIB), and the construction of a 30-foot wide boardwalk extension along the Poquonnock River. the intent is to enlarge the existing boardwalk and extend it to the Fairfield Street Bridge. The boardwalk will also serve as a dock for a water taxi system.

Phase III of the project calls for the construction of a parking garage on the site of the existing bus station. The garage will be constructed to accommodate future expansion to a capacity of 1200 vehicles topped by several stories of office space. Drawings of the proposed building footprints are enclosed.

Cultural Resources in Project Area

The project area includes numerous architectural resources that are listed on the National Register of Historic Places. To the northwest of project area are the

Bridgeport Downtown North Historic District, the historic Congress Street Bridge, and the soon-to be-demolished historic trolley barns at 55 Congress Street.

The western portion of the project area includes the eastern segment of the Bridgeport Downtown South Historic District, which was placed on the National Register in 1987. The section of the historic district that falls within the project area includes the Neoclassical-style, Mechanics and Farmers Savings Bank (1930) at 930 Main Street and the Colonial-Revival-style Bridgeport City Market (1912) at 98-118 State Street. Bordering the project area on the east are three additional historic resources: *Berkshire No.7*, *Elmer S. Dailey* and *Priscilla Dailey*, three now-submerged barges that were listed on the National Register in 1975. These barges were examined by divers in 1999 and found to be in poor condition, but they remain on the National Register. A copy of the divers' report has been sent under separate cover.

Archaeologically, the project area, adjacent to an area that was an excellent prehistoric fishery, has been subjected to major disturbances and filling operations since rail service was provided to the area in the 1840s.

Potential Impacts

As currently proposed, the boardwalk extension, the new station, and the parking structure will impact various National Register-listed properties. As part of Phase II, the Mechanics and Farmers Savings Bank is proposed as a new entrance to the facility and would be rehabilitated to the Secretary of Interior's Standards. In Phase III, the Bridgeport City Market is proposed for demolition to provide space for the enlarged parking structure. The three barges would impede the proposed water taxi service (as hazards to navigation) and may be impacted by any piling required to support a new train station.

This letter and the accompanying plans are sent to you to request a determination of effect, as described in 36CFR 800, and to request further consultation concerning minimization or mitigation of impacts. We look forward to continuing consultation with your office. Please feel free to contact me if you have any questions.

Very truly yours,

FITZGERALD & HALLIDAY, INC

Steven Bedford, Ph.D
Principal Planner

Enclosures

Cc: file p 162.4, KL.



STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION

April 14, 2003

Fax: Steve
Ken, Mike

Dr. Steven Bedford
Fitzgerald & Halliday Inc.
72 Cedar Street
Hartford, CT 06106

Subject: Bridgeport Intermodal Transportation Center
Bridgeport, CT

Dear Dr. Bedford:

The State Historic Preservation Office has reviewed the above-named project. In particular, this office has reviewed the *Initial Underwater Assessment of Three Barges, Bridgeport Harbor, Bridgeport, Connecticut*, prepared by Lane-Robinson Associates Inc. This office notes that the Mechanics and Farmers Savings Bank (930 Main Street) and the Bridgeport City Market (98-118 State Street) are contributing resources within the Bridgeport Downtown South Historic District which is listed on the National Register of Historic Places. *Berkshire No. 7, Elmer S. Dailey* and *Priscilla Dailey*, now-submerged canal barges, are also listed on the National Register.

The State Historic Preservation Office understands that the proposed transportation facilities will require demolition of the Bridgeport City Market, adaptive use of the Mechanics and Farmers Savings Bank, and removal and/or alteration of the three historic canal barges. In the opinion of the State Historic Preservation Office, the Bridgeport Intermodal Transportation Center will constitute an adverse effect upon Connecticut's cultural heritage. However, this office concurs with Fitzgerald & Halliday Inc.'s assessment that no feasible and prudent alternative exists which would retain the historic and underwater resources and facilitate the proposed intermodal facility.

The State Historic Preservation Office recommends that the Federal Transit Administration and the City of Bridgeport draft a Memorandum of Agreement pursuant to the National Historic Preservation Act. In particular, this office strongly recommends that the following mitigative measures be incorporated into the Memorandum of Agreement:

- o Prior to project-related activities, the Federal Transit Administration and/or the City of Bridgeport shall document the Mechanics and Farmers Savings Bank (930 Main Street) and the Bridgeport City Market (98-118 State Street) to the professional standards of the State Historic Preservation Office. Documentation shall consist of narrative text, unmounted 35mm black and white photographs, an index to photographs and a photographic site plan. Final documentation shall be provided to the State Historic Preservation Office for permanent archiving and public accessibility.

Bridgeport Intermodal Transportation Center
Bridgeport, CT
Page 2

- Prior to project-related activities, the Federal Transit Administration and/or the City of Bridgeport shall provide an opportunity for the State Historic Preservation Office to review and comment upon preliminary design plans for the adaptive use (exterior and interior) of the Mechanics and Farmers Savings Bank (930 Main Street).
- Prior to project-related activities, the Federal Transit Administration and/or the City of Bridgeport shall document the *Berkshire No. 7, Elmer S. Dailey* and *Priscilla Dailey*. Documentation shall include historic and current photographs, technical descriptions, and a historic overview of canal barge use(s) within Bridgeport Harbor and Fairfield County. Final documentation shall be provided to the State Historic Preservation Office and Mystic Seaport Museum for permanent archiving.
- The Federal Transit Administration and/or the City of Bridgeport shall, in consultation with the State Historic Preservation Office, prepare the appropriate nomination materials for designating three maritime-related archaeological resources for the State Register of Historic Places and State Archaeological Preserve programs. The nomination materials shall include public-oriented State Archaeological Preserve booklets (350 copies each) to the professional standards of the State Historic Preservation Office.
- The Federal Transit Administration and/or the City of Bridgeport shall prepare a brief history of the *Berkshire No. 7, Elmer S. Dailey* and *Priscilla Dailey*, including pertinent photographs and project-related information, and submit it to the *Society for Industrial Archeology New England Chapters Newsletter*.

The State Historic Preservation Office appreciates the opportunity to have reviewed and commented upon the proposed undertaking. These comments are provided pursuant to the National Historic Preservation Act and the Connecticut Environmental Policy Act.

This office looks forward to further coordination with the Federal Transit Administration, the City of Bridgeport, Fitzgerald & Halliday Inc., and all interested parties concerning the expeditious furtherance of the proposed intermodal transportation facility as well as the professional management of Connecticut's cultural heritage.

Bridgeport Intermodal transportation Center
Bridgeport, CT
Page 3

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

John W. Shannahan
Director and State Historic
Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Mr. Keith Hall/ConnDOT
Mr. Brian Dillon/DECD



FITZGERALD & HALLIDAY, INC.

72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

December 31, 2002

Ms. Dawn McKay
Connecticut Department of Environmental Protection
Natural Resources Center
Natural Diversity Data Base / Data Request
79 Elm Street, Store Level
Hartford, CT 06106-5127

Re: Bridgeport Intermodal Transportation Center
Bridgeport, Connecticut

Dear Ms. McKay,

Fitzgerald & Halliday, Inc. is presently under contract to Wallace Floyd Design Group to prepare an environmental assessment for the above referenced project. Review of the most recent Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities GIS database for the Bridgeport Quadrangle (Quadrangle #109) indicated a potential conflict with an endangered species/community in the vicinity of the Interstate 95 Bridge over the Poquonnock River. Enclosed are a completed Connecticut Natural Diversity Data Base Review Request Form and a map depicting the project study area and the approximate location of the endangered species/community identified in the CTDEP GIS database.

Please forward any information regarding a review of this project to the address indicated above. Thank you for your assistance.

Very truly yours

FITZGERALD & HALLIDAY, INC.

Paul M. Stanton
Senior Planner

Enclosure
cc: K. Livingston/File

Planning Consultants

P162, Ken



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

ENVIRONMENTAL & GEOGRAPHIC INFORMATION CENTER

79 Elm Street, Store Level

Hartford, CT 06106

Natural Diversity Data Base



January 9, 2003

Paul M. Stanton
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

re: Bridgeport Intermodal Transportation
Center in Bridgeport, Connecticut

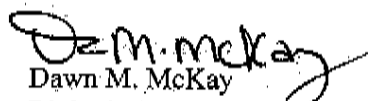
Dear Mr. Stanton:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided for the proposed Bridgeport Intermodal Transportation Center in Bridgeport, Connecticut. According to our information, there are no known extant populations of Federal or State Endangered, Threatened or Special Concern Species that occur at the site in question. However, our information indicates that a Federal and State Endangered Species, *Falco peregrinus* (peregrine falcon) does occur nearby. I have sent your letter to Julie Victoria (DEP-Wildlife; 860-642-7239) for further review. She will write to you directly with her comments.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Natural Resources Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at 424-3592. Thank you for consulting the Natural Diversity Data Base. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEP for the proposed site.

Sincerely,


Dawn M. McKay
Biologist/Environmental Analyst

Cc Julie Victoria, NDDB # 12334

(Printed on Recycled Paper)

79 Elm Street • Hartford, CT 06106 - 5127

<http://dep.state.ct.us>

An Equal Opportunity Employer



FITZGERALD & HALLIDAY, INC.

72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

December 31, 2002

Mr. Michael J. Bartlett
New England Field Offices Supervisor
United States Fish & Wildlife Service
70 Commercial Street, Suite 300
Concord, NH 03301-5087

Re: Bridgeport Intermodal Transportation Center
Bridgeport, Connecticut

Dear Mr. Bartlett,

Fitzgerald & Halliday, Inc. (FHI) is presently under contract to Wallace Floyd Design Group (WFDG) to prepare an environmental assessment for the above referenced project. Review of the most recent Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities GIS database indicated a potential conflict with an endangered species/community in the vicinity of the Interstate 95 Bridge over the Poquonnock River. A letter has been forwarded to the CTDEP requesting additional information relative to endangered species and significant natural communities within the project area.

To support FHI's investigation into potential threatened and endangered species concerns, FHI requests that your office kindly forward any Federal threatened and endangered species information related to this project study area to the address indicated above. A map depicting the project study area and the approximate location of the endangered species/community identified in the CTDEP GIS database is enclosed. Thank you for your assistance.

Very truly yours

FITZGERALD & HALLIDAY, INC.

Paul M. Stanton
Senior Planner

Enclosure
cc: K. Livingston/File

Planning Consultants



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



FAX:
Paul
Ken
Mike

January 28, 2003

Mr. Paul M. Stanton
Fitzgerald and Halliday, Inc.
72 Cedar Street
Hartford, Connecticut 06106

Dear Mr. Stanton:

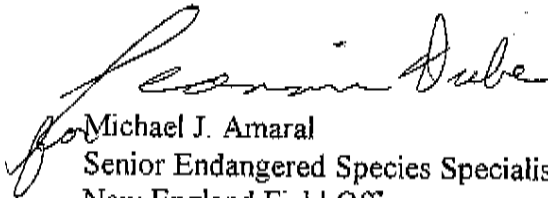
This responds to your letter dated December 31, 2002, requesting information on the presence of threatened or endangered species near the Bridgeport Intermodal Transportation Center. Based on information provided in your letter, the transportation center is proposed for the east bank of the Pequonnock River north of the Route I-95 Bridge.

Peregrine falcons (*Falco peregrinus*) are known to nest on the superstructure of the I-95 bridge. Although peregrine falcons remain a state-listed species in many locales, nationally their numbers have recovered. Accordingly, peregrines were removed from the federal endangered species list in 1999. In any event, due to the distance and orientation of the nest box, the pair at the I-95 bridge is unlikely to be affected by the proposed construction of the transportation center.

Along the coast, there are several occurrences for the threatened piping plover (*Charadrius melodius*). This beach nesting shorebird will not be affected by the proposed project due to the distance between the project location and the coastal habitat used by the birds.

We appreciate the opportunity to review the proposed project and location. No further consultation regarding federally-listed, threatened or endangered species is required for this action. Questions can be referred to me at 603/223-2541.

Sincerely yours,


Michael J. Amaral
Senior Endangered Species Specialist
New England Field Office



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION I
Connecticut, Maine,
Massachusetts,
New Hampshire,
Rhode Island, Vermont

Volpe Center
55 Broadway Suite 920
Cambridge, MA 02142-1093
617-494-2055
617-494-2865 (fax)

JUN 02 2003

Mr. Don L. Klima
Director, Planning and Program Review
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, Suite 803
Washington, D.C. 20004

RE: Proposed Multi-Modal Transit Center, Bridgeport, CT

Dear Mr. Klima:

In accordance with the provisions of 36 CFR §800.6(a)(1), we are notifying you of the Federal Transit Administration's (FTA) finding of adverse effect associated with the proposed demolition of one building and the removal of the remains of three sunken canal barges in Bridgeport, Connecticut. The building, 98-118 State Street, the former Bridgeport City Market, is a contributing structure in the Downtown South National Register Historic District. The three barges, *Berkshire No. 7*, *Elmer S. Dailey* and *Priscilla Dailey*, were individually listed on the National Register of Historic Places (National Register) in 1975 before they sank in Bridgeport Harbor during Hurricane Gloria (1985). An additional National Register-listed building, the Mechanics and Farmers Savings Bank (1930) at 930 Main Street, is proposed for rehabilitation following the Secretary of Interior's Standards, and thus will not constitute an adverse effect.

As part of the environmental review of the project, the FTA has recently completed a Draft Environmental Assessment and Draft Section 4(f) Evaluation, which are enclosed, along with a Draft Memorandum of Understanding between FTA and the Connecticut SHPO, a letter from the Connecticut SHPO regarding appropriate measures to mitigate the adverse effect, and site maps illustrating project location.

Description of the Undertaking

The Bridgeport Intermodal Transportation Center (BITC) project consists of three phases:

- **Phase I:** The "Transit Center Garage at Harbor Yard," located on S. Frontage Road, south of I-95, opened in 2000;
- **Phase II:** The relocation of the existing bus station (**Phase IIA**), the replacement of the existing train station (**Phase IIB**), and the construction of a 30-foot wide boardwalk extension along the Pequannock River. The intent of the latter is to connect the existing boardwalks between the Waterfront Park and the Bridgeport/Port Jefferson Ferry Terminal. The boardwalk will also serve as a dock for a future water taxi system.

- **Phase III:** The construction of a parking garage and multi-use (residential/office) building on the site of the existing bus station and City Market building. The garage will be constructed to accommodate future expansion to a capacity of 1200 vehicles topped by several stories of office space.

Drawings of the proposed building footprints are enclosed.

The proposed project would impact five National Register-listed properties, although only four will bear an adverse effect. The project is to occur in phases. The three barges would impede the proposed water taxi service (as hazards to navigation) and may be impacted by any water-based piling activity required in Phase II to support the train station, which immediately abuts the river.

As part of Phase III, the Mechanics and Farmers Savings Bank is proposed as a new entrance to the Intermodal facility and would be rehabilitated to the Secretary of Interior's Standards, and will thus not constitute an adverse effect. In Phase III, the Bridgeport City Market is proposed for demolition to provide space for the enlarged structure.

The project is being undertaken in an effort to improve transit operations and increase train ridership through Fairfield County, an area that is highly congested. Specifically, the projects are to address existing problems of inadequate parking, inefficient bus transit operations, and poor bus/train/ferry access and transfer.

Level and Nature of Federal Involvement

The project is largely funded by FTA under the § 5309 Bus Discretionary and New Starts programs. Demolition and new construction will be implemented with federal funds.

Area of Potential Effect (APE)

For purposes of compliance with Section 106, the proposed APE for this project is limited to the proposed project boundary. The APE for archaeological resources is also defined as the boundaries of the proposed project. The attached maps illustrate the APE.

Identification of Historic Properties

The downtown area of the City of Bridgeport has been the subject of analysis since the 1970s. As indicated above, the barges have been listed on the National Register since 1975, while the structures have been listed since 1987. The Mechanics and Farmers Savings Bank (1930) at 930 Main Street exemplifies a Neoclassical architectural style and the Bridgeport City Market (1912) at 98-118 State Street is typical of a Colonial-Revival architectural style. Both structures have been changed over the years through the construction of additions or the refacing of the lower levels with inappropriate claddings. Windows and door openings have been altered as well.

Archaeologically, the project location is part of an area that could be considered sensitive. However, a review of 19th century atlases reveals that the entire shoreline was subjected to major disturbances and filling operations since the 1840s, when rail service was first provided to the area. The subsequent construction of I-95, the current reconstruction of I-95, and the construction of new buildings and ferry terminal along the shore have also reduced the likelihood

of locating intact archaeological resources from any era. The Connecticut SHPO has concurred with this finding.

Potential Effects on Historic Properties

In consultation with the Connecticut SHPO, it has been determined that the demolition of the Bridgeport City Market will have an adverse effect on the Bridgeport Downtown South Historic District. Specifically, removal of the building will diminish the present scale and massing of the Historic District, but its spatial integrity from its most important access point, Main Street, will be improved by the rehabilitation of the Mechanics and Farmers Savings Bank. The proposed project will not affect a National Historic Landmark.

Public Comment

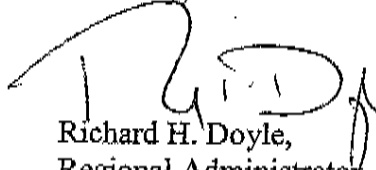
The proposed project will be made available for public comment through publication of a notice in local newspapers and direct mailings to local governments and as part of the NEPA process public hearings. The notice will include, but not be limited to, a discussion of the proposed undertaking, the significance of the resources, and a summary of the Section 106 review process along with instructions on how to participate and who to contact.

Consultation

By copy of this letter we are notifying you of our determination that, in accordance with 36 CFR § 800.5(1), demolition of *Berkshire No. 7, Elmer S. Dailey, Priscilla Dailey*, and 98-118 State Street will have an adverse effect on properties listed on the National Register. In the opinion of the FTA, the project does not meet any of the criteria established in Appendix A to 36 CFR § 800 for Advisory Council involvement in consultation. Consultation with the Connecticut SHPO has already begun and mitigation has been proposed, as indicated in the attached letter. If we do not hear from you within 15 days of receipt of notification, we will continue consultation with the Connecticut SHPO regarding effects and mitigation.

I have designated Noah Berger of the FTA Region 1 office to serve as FTA's point of contact for this project. If you have any questions, please contact Mr. Mr. Berger at 617-494-2100, or e-mail at noah.berger@fta.dot.gov.

Sincerely,



Richard H. Doyle,
Regional Administrator

Enclosures

**MEMORANDUM OF AGREEMENT
SUBMITTED TO
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR SECTION 800.6(a)**

WHEREAS, the Federal Transit Administration (FTA), has determined that the proposed construction activities will have an adverse effect on certain resources which constitute a part of Connecticut's cultural heritage and make up a part of the Bridgeport Downtown South Historic District, which is listed on the National Register of Historic Places; and has consulted with the State of Connecticut Historical Commission, and pursuant to 36 CFR Part 800, regulations implementing the National Historic Preservation Act (16 USC 470f); and

WHEREAS, the City of Bridgeport (City) has explored and evaluated four different project alternatives and locations, in addition to the Bridgeport Intermodal Transportation Center (BITC) Build Alternative, and determined that they either have greater impacts on historic resources or do not meet the program requirements for this undertaking: provision of safe, efficient and direct linkages between automobile, bus, rail and water modes of transportation, Interstate 95, the Bridgeport and Port Jefferson NY Ferry, and neighborhoods within the City, as well as the suburban communities; encourage the use of mass transit to increase train ridership, enhance transit revenue and reduce automobile dependency; enhanced use of bus service to the BITC and surrounding neighborhoods and communities; improved transportation mobility for low income households; stimulate economic redevelopment opportunities through improved accessibility; and provision of safe and convenient pedestrian pathways to the BITC, and the Bridgeport Central Business District; and

WHEREAS, FTA, the SHPO and the Advisory Council on Historic Preservation (Council) concur with these findings, and agree that the preferred project alignment will have the least effect of the alternatives that meet the program requirements;

NOW, THEREFORE, FTA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations:

STIPULATIONS

The FTA will ensure that the following measures are carried out:

1. The City of Bridgeport, Connecticut will, prior to project related activities affecting the structures, document the Mechanics & Farmers Savings Bank Building (930 Main St) and the Bridgeport City Market Building (98-118 State Street) to the professional standards of the State Historic Preservation Office. Documentation shall consist of narrative text, unmounted 35mm black & white photographs, an index to photographs and a photographic site plan. Final documentation shall be provided to the State Historic Preservation Office for permanent achieving and public accessibility.
2. The City of Bridgeport, Connecticut will, prior to project related activities affecting the structures, provide an opportunity for the State Historic Preservation Office to review and comment upon preliminary design plans fro the adaptive use (exterior and interior) of the Mechanics & Farmers Savings Bank Building (930 Main Street).
3. The City of Bridgeport, Connecticut will, prior to project related activities affecting the barges, document the Berkshire No.7, Elmer S. Dailey and Priscilla Dailey. Documentation shall include historic and current photographs, technical descriptions, and a historic overview of canal barge use(s) within Bridgeport Harbor and Fairfield County. Final documentation shall be provided to the State Historic Preservation Office and Mystic Seaport Museum for permanent archiving.
4. The City of Bridgeport, Connecticut will, in consultation with the State Historic Preservation Office, prepare the appropriate nomination materials for designating three maritime-related archaeological resources, the Berkshire No.7, Elmer S. Dailey and Priscilla Dailey, for the State Register of Historic Places and State Archaeological Preserve Programs. The nominations material shall include public oriented State Archaeological Preserve booklets (350 copies each) to the professional standards of the State Historic Preservation Office.
5. The City of Bridgeport, Connecticut will prepare a brief history of the, Berkshire No.7, Elmer S. Dailey and Priscilla Dailey, including pertinent photographs and project related information, and submit it to the Society for Industrial Archaeological New England Chapter Newsletter.
6. The signatories shall resolve disputes regarding the completion of the terms of this agreement. If the signatories cannot agree regarding a dispute, any

one of the signatories may request the participation of the Council to assist in resolving the dispute.

7. This agreement shall be null and void if its terms are not carried out within 5 (five) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this Memorandum of Agreement by the FTA and the Connecticut SHPO, its subsequent acceptance by the Council, and implementation of its terms, evidence that the FTA has afforded the Council an opportunity to comment on the proposed Bridgeport Intermodal Transportation Center and its effects on historic properties, and that the FTA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PLACES

By: _____

Date: _____

FEDERAL TRANSIT ADMINISTRATION

By: _____

Date: _____

CONNECTICUT STATE HISTORIC PRESERVATION OFFICER

By: _____

Date: _____

Concur:

CITY OF BRIDGEPORT

By: _____

Date: _____